



Hongkong Daily Press.

ESTABLISHED 1857.

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is a science which has become perfect through the labour of oculists, whose discoveries have made it possible to bring your sight to its natural state by the use of accurate lenses.
N. LAZARUS
OPHTHALMIC OPTICIAN,
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No. 19,412. 號二十七百四千九萬一第 日五十月九年申庚 HONGKONG, WEDNESDAY, OCTOBER 27th, 1920. 三拜禮 號七十月十年九國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS
ALLSOPP'S
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PEAK TRAMWAY CO., LIMITED.
TIME TABLE.
Week Days
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. to 2.30 p.m. " 15 " "
2.30 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "
Night Class
8.30 p.m. to 9.00 p.m. every 30 minutes
9.00 p.m. to 11.30 p.m. every 15 minutes
11.45 p.m.
SUNDAY
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.30 noon to 1.00 p.m. " 15 " "
1.00 p.m. to 3.00 p.m. " 15 " "
3.00 " " 3.10 " " 10 " "
Night Class
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-table, but not for special cars on obtained on application at the Company's Office. No season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.
TIME TABLE.
On and after TUESDAY, OCTOBER 26th, 1920, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

Station	No. 1 Local	No. 2 Local	No. 3 Local	No. 4 Local	No. 5 Local	No. 6 Local	No. 7 Local
CANTON (Chai Kwoi) dep.	7.15	7.30	7.45	8.00	8.15	8.30	8.45
Sham Shui dep.	7.25	7.40	7.55	8.10	8.25	8.40	8.55
Sham Shui arr.	7.35	7.50	8.05	8.20	8.35	8.50	9.05
Yuen Long dep.	7.45	8.00	8.15	8.30	8.45	9.00	9.15
Yuen Long arr.	7.55	8.10	8.25	8.40	8.55	9.10	9.25
Yuen Long dep.	8.05	8.20	8.35	8.50	9.05	9.20	9.35
Yuen Long arr.	8.15	8.30	8.45	9.00	9.15	9.30	9.45
Yuen Long dep.	8.25	8.40	8.55	9.10	9.25	9.40	9.55
Yuen Long arr.	8.35	8.50	9.05	9.20	9.35	9.50	10.05
Yuen Long dep.	8.45	8.60	8.75	8.90	9.05	9.20	9.35
Yuen Long arr.	8.55	9.10	9.25	9.40	9.55	10.10	10.25
Yuen Long dep.	9.05	9.20	9.35	9.50	10.05	10.20	10.35
Yuen Long arr.	9.15	9.30	9.45	9.60	9.75	9.90	10.05
Yuen Long dep.	9.25	9.40	9.55	10.10	10.25	10.40	10.55
Yuen Long arr.	9.35	9.50	10.05	10.20	10.35	10.50	11.05
Yuen Long dep.	9.45	9.60	9.75	9.90	10.05	10.20	10.35
Yuen Long arr.	9.55	10.10	10.25	10.40	10.55	11.10	11.25
Yuen Long dep.	10.05	10.20	10.35	10.50	10.65	10.80	10.95
Yuen Long arr.	10.15	10.30	10.45	10.60	10.75	10.90	11.05
Yuen Long dep.	10.25	10.40	10.55	11.10	11.25	11.40	11.55
Yuen Long arr.	10.35	10.50	11.05	11.20	11.35	11.50	12.05
Yuen Long dep.	10.45	10.60	10.75	10.90	11.05	11.20	11.35
Yuen Long arr.	10.55	11.10	11.25	11.40	11.55	12.10	12.25
Yuen Long dep.	11.05	11.20	11.35	11.50	11.65	11.80	11.95
Yuen Long arr.	11.15	11.30	11.45	11.60	11.75	11.90	12.05
Yuen Long dep.	11.25	11.40	11.55	12.10	12.25	12.40	12.55
Yuen Long arr.	11.35	11.50	12.05	12.20	12.35	12.50	13.05
Yuen Long dep.	11.45	11.60	11.75	11.90	12.05	12.20	12.35
Yuen Long arr.	11.55	12.10	12.25	12.40	12.55	13.10	13.25
Yuen Long dep.	12.05	12.20	12.35	12.50	13.05	13.20	13.35
Yuen Long arr.	12.15	12.30	12.45	12.60	12.75	12.90	13.05
Yuen Long dep.	12.25	12.40	12.55	13.10	13.25	13.40	13.55
Yuen Long arr.	12.35	12.50	13.05	13.20	13.35	13.50	14.05
Yuen Long dep.	12.45	12.60	12.75	12.90	13.05	13.20	13.35
Yuen Long arr.	12.55	13.10	13.25	13.40	13.55	14.10	14.25
Yuen Long dep.	13.05	13.20	13.35	13.50	14.05	14.20	14.35
Yuen Long arr.	13.15	13.30	13.45	13.60	13.75	13.90	14.05
Yuen Long dep.	13.25	13.40	13.55	14.10	14.25	14.40	14.55
Yuen Long arr.	13.35	13.50	14.05	14.20	14.35	14.50	15.05
Yuen Long dep.	13.45	13.60	13.75	13.90	14.05	14.20	14.35
Yuen Long arr.	13.55	14.10	14.25	14.40	14.55	15.10	15.25
Yuen Long dep.	14.05	14.20	14.35	14.50	14.65	14.80	14.95
Yuen Long arr.	14.15	14.30	14.45	14.60	14.75	14.90	15.05
Yuen Long dep.	14.25	14.40	14.55	15.10	15.25	15.40	15.55
Yuen Long arr.	14.35	14.50	14.65	14.80	14.95	15.10	15.25
Yuen Long dep.	14.45	14.60	14.75	14.90	15.05	15.20	15.35
Yuen Long arr.	14.55	15.10	15.25	15.40	15.55	16.10	16.25
Yuen Long dep.	15.05	15.20	15.35	15.50	15.65	15.80	15.95
Yuen Long arr.	15.15	15.30	15.45	15.60	15.75	15.90	16.05
Yuen Long dep.	15.25	15.40	15.55	16.10	16.25	16.40	16.55
Yuen Long arr.	15.35	15.50	16.05	16.20	16.35	16.50	16.65
Yuen Long dep.	15.45	15.60	15.75	15.90	16.05	16.20	16.35
Yuen Long arr.	15.55	16.10	16.25	16.40	16.55	17.10	17.25
Yuen Long dep.	16.05	16.20	16.35	16.50	16.65	16.80	16.95
Yuen Long arr.	16.15	16.30	16.45	16.60	16.75	16.90	17.05
Yuen Long dep.	16.25	16.40	16.55	17.10	17.25	17.40	17.55
Yuen Long arr.	16.35	16.50	16.65	16.80	16.95	17.10	17.25
Yuen Long dep.	16.45	16.60	16.75	16.90	17.05	17.20	17.35
Yuen Long arr.	16.55	17.10	17.25	17.40	17.55	18.10	18.25
Yuen Long dep.	17.05	17.20	17.35	17.50	17.65	17.80	17.95
Yuen Long arr.	17.15	17.30	17.45	17.60	17.75	17.90	18.05
Yuen Long dep.	17.25	17.40	17.55	18.10	18.25	18.40	18.55
Yuen Long arr.	17.35	17.50	18.05	18.20	18.35	18.50	18.65
Yuen Long dep.	17.45	17.60	17.75	17.90	18.05	18.20	18.35
Yuen Long arr.	17.55	18.10	18.25	18.40	18.55	19.10	19.25
Yuen Long dep.	18.05	18.20	18.35	18.50	18.65	18.80	18.95
Yuen Long arr.	18.15	18.30	18.45	18.60	18.75	18.90	19.05
Yuen Long dep.	18.25	18.40	18.55	19.10	19.25	19.40	19.55
Yuen Long arr.	18.35	18.50	19.05	19.20	19.35	19.50	20.05
Yuen Long dep.	18.45	18.60	18.75	18.90	19.05	19.20	19.35
Yuen Long arr.	18.55	19.10	19.25	19.40	19.55	20.10	20.25
Yuen Long dep.	19.05	19.20	19.35	19.50	19.65	19.80	19.95
Yuen Long arr.	19.15	19.30	19.45	19.60	19.75	19.90	20.05
Yuen Long dep.	19.25	19.40	19.55	20.10	20.25	20.40	20.55
Yuen Long arr.	19.35	19.50	20.05	20.20	20.35	20.50	21.05
Yuen Long dep.	19.45	19.60	19.75	19.90	20.05	20.20	20.35
Yuen Long arr.	19.55	20.10	20.25	20.40	20.55	21.10	21.25
Yuen Long dep.	20.05	20.20	20.35	20.50	20.65	20.80	20.95
Yuen Long arr.	20.15	20.30	20.45	20.60	20.75	20.90	21.05
Yuen Long dep.	20.25	20.40	20.55	21.10	21.25	21.40	21.55
Yuen Long arr.	20.35	20.50	21.05	21.20	21.35	21.50	21.65
Yuen Long dep.	20.45	20.60	20.75	20.90	21.05	21.20	21.35
Yuen Long arr.	20.55	21.10	21.25	21.40	21.55	22.10	22.25
Yuen Long dep.	21.05	21.20	21.35	21.50	21.65	21.80	21.95
Yuen Long arr.	21.15	21.30	21.45	21.60	21.75	21.90	22.05
Yuen Long dep.	21.25	21.40	21.55	22.10	22.25	22.40	22.55
Yuen Long arr.	21.35	21.50	22.05	22.20	22.35	22.50	23.05
Yuen Long dep.	21.45	21.60	21.75	21.90	22.05	22.20	22.35
Yuen Long arr.	21.55	22.10	22.25	22.40	22.55	23.10	23.25
Yuen Long dep.	22.05	22.20	22.35	22.50	22.65	22.80	22.95
Yuen Long arr.	22.15	22.30	22.45	22.60	22.75	22.90	23.05
Yuen Long dep.	22.25	22.40	22.55	23.10	23.25	23.40	23.55
Yuen Long arr.	22.35	22.50	23.05	23.20	23.35	23.50	24.05
Yuen Long dep.	22.45	22.60	22.75	22.90	23.05	23.20	23.35
Yuen Long arr.	22.55	23.10	23.25	23.40	23.55	24.10	24.25
Yuen Long dep.	23.05	23.20	23.35	23.50	23.65	23.80	23.95
Yuen Long arr.	23.15	23.30	23.45	23.60	23.75	23.90	24.05
Yuen Long dep.	23.25	23.40	23.55	24.10	24.25	24.40	24.55
Yuen Long arr.	23.35	23.50	24.05	24.20	24.35	24.50	25.05
Yuen Long dep.	23.45	23.60	23.75	23.90	24.05	24.20	24.35
Yuen Long arr.	23.55	24.10	24.25	24.40	24.55	25.10	25.25
Yuen Long dep.	24.05	24.20	24.35	24.50	24.65	24.80	24.95
Yuen Long arr.	24.15	24.30	24.45	24.60	24.75	24.90	25.05
Yuen Long dep.	24.25	24.40	24.55	25.10	25.25	25.40	25.55
Yuen Long arr.	24.35	24.50	24.65	24.80	24.95	25.10	25.25
Yuen Long dep.	24.45	24.60	24.75	24.90	25.05	25.20	25.35
Yuen Long arr.	24.55	25.10	25.25	25.40	25.55	26.10	26.25
Yuen Long dep.	25.05	25.20	25.35	25.50	25.65	25.80	25.95
Yuen Long arr.	25.15	25.30	25.45	25.60	25.75	25.90	26.05
Yuen Long dep.	25.25	25.40	25.55	26.10	26.25	26.40	26.55
Yuen Long arr.	25.35	25.50	25.65	25.80	25.95	26.10	26.25
Yuen Long dep.	25.45	25.60	25.75	25.90	26.05	26.20	26.35
Yuen Long arr.	25.55	26.10	26.25	26.40	26.55	27.10	27.25
Yuen Long dep.	26.05	26.20	26.35	26.50	26.65	26.80	26.95
Yuen Long arr.	26.15	26.30	26.45	26.60	26.75	26.90	27.05
Yuen Long dep.	26.25	26.40	26.55	27.10	27.25	27.40	27.55
Yuen Long arr.	26.35	26.50	26.65	26.80	26.95	27.10	27.25
Yuen Long dep.	26.45	26.60	26.75	26.90	27.05	27.20	27.35
Yuen Long arr.	26.55	27.10	27.25	27.40	27.55	28.10	28.25
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Yuen Long dep.	27.25	27.40	27.55	28.10	28.25	28.40	28.55
Yuen Long arr.	27.35	27.50	27.65	27.80	27.95	28.10	28.25
Yuen Long dep.	27.45	27.60	27.75	27.90	28.05	28.20	28.35
Yuen Long arr.	27.55	28.10	28.25	28.40	28.55	29.10	29.25
Yuen Long dep.	28.05	28.20	28.35	28.50	28.65	28.80	28.95
Yuen Long arr.	28.15	28.30	28.45	28.60	28.75	28.90	29.05
Yuen Long dep.	28.25	28.40	28.55	29.10	29.25	29.40	29.55
Yuen Long arr.	28.35	28.50	28.65	28.80	28.95	29.10	29.25
Yuen Long dep.	28.45	28.60	28.75	28.90	29.05	29.20	29.35
Yuen Long arr.	28.55	29.10	29.25	29.40	29.55	30.10	30.25
Yuen Long dep.	29.05	29.20					

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1564

ARMY IN INDIA. OBSERVATIONS OF ESHER COMMITTEE.

The report of the Army in India Committee is a voluminous document consisting of nine parts. The first part which has been substantially approved deals with the general question of the fighting strength of the Empire. In the course of a covering letter to the first part of the report the Committee reported as follows to the Secretary of State:

Novel political machinery created by the Peace Treaty has enhanced the importance of the Army of India relatively to the military forces in other parts of the Empire, and more particularly to those of the British Isles. We feel bound to assume that Western Europe will no longer be an armed camp containing national armies in a high state of preparation for war, and we note that conflicts fraught with the gravest consequences to the belligerent nations cannot in future take place within a few days or weeks of an order of mobilization. We realize, and the evidence of the war has left Eastern Europe, and what is commonly known as the near and Middle East, in a condition of grave unrest, with consequences to India, especially as regards her military and financial resources, that we are unable to ignore.

We are aware that, during the war, the necessary co-ordination of the fighting strength of the whole Empire brought into existence what has been called an Imperial Cabinet, performing real functions of Imperial Government, and accepted apparently without demur by the United Kingdom. The evolution of this novel constitutional instrument is for the moment arrested. If the principle of an Imperial Cabinet composed of the Prime Ministers of Great Britain and the Dominions becomes rooted in our institutions, other changes connected with Imperial defence seem likely to follow.

An Imperial General Staff, an Imperial Naval and an Imperial Air Staff, possibly an Imperial Engineering Staff, may be suggested under the leadership of the British Prime Minister of the day, but, controlled by a body that from the nature of the case cannot be wholly responsible to the Parliament at Westminster. If India were again to be represented directly in a permanent Imperial Council or Cabinet, such as that summoned ad hoc during the war, the position of her Commander-in-Chief might assume a special aspect different from that which we have had to consider. Desirable and perhaps vital as such an evolution of our institutions may be, the chances of its accomplishment are not immediate. We have, therefore, accepted for the purpose of our report, the relations of India to Great Britain and to the Empire as they stand to-day.

We desire also to mention that we have been requested, in considering our recommendations, to avoid, if possible, framing them in such a manner as may appear to prove inconsistent with the gradual approach of India towards Dominion status, and we observe that the Indian Constitutional Reforms recently proposed have in view the relaxation of the control of the Secretary of State, and well as of Parliament over the Government of India.

We are at the same time confronted with evidence of the continued reluctance of the India Office to relinquish into the hands of the Government of India greater freedom in the administration of the Army, even in cases where this could be done without compromising the administration of the Army at home or contravening the sound principle of uniformity in military policy. We are strongly of opinion that greater latitude should be allowed to the Governor-General in Council and to the Commander-in-Chief in India in matters affecting internal military administration, in order to secure greater efficiency, and especially the greater contentment of the Army in India.

At the same time we lay stress upon the importance of maintaining constant and intimate touch between the Commander-in-Chief in India and the Chief of the Imperial General Staff in London and between their General Staff Officers.

Three guiding principles.

Taking then, existing institutions and the present conditions in India as the basis on which to work, we consider that we shall be laying the foundations of a sound Imperial military system, if the plans proposed are carried out:

- (1) with the control by the Government of India of Indian military affairs;
- (2) with giving to the Government of India a voice in questions of Imperial defence; and
- (3) with allowing the Imperial General Staff through its Chief to exercise a considered influence on the military policy of the Government of India.

Keeping these principles in mind, we propose to submit our report to you in several parts, and to report on each separately. Part I is forwarded herewith and deals with matters upon which a great mass of evidence already exists in documents laid before us. We have therefore not thought it necessary to travel once more over ground investigated by numerous committees and commissions, and by eminent Viceroys and Commanders-in-Chief in past years.

We have limited our enquiry upon these matters to obtaining the views of distinguished soldiers of recent war experience, and we have found that their conclusions are in general agreement with the recorded opinions of Lord Lytton and Kitchener.

At the outset of our inquiry it was necessary to decide whether formal evidence should be taken. After consideration, we determined that it was undesirable to add to the mass of documentary evidence already available. We considered it decided to take counsel with high officers, military and civil, and certain independent persons whose views and experience could simplify our task, but not to record their evidence formally. We have thus obtained expressions of opinion given with complete freedom, and coupled with the experience of the members of the Committee, they have been of great value to us in forming our conclusions.

(Continued at foot of next column.)

THE SHANGHAI PIECE GOODS SITUATION. CHINESE APPEAL TO BRITISH CONSUL.

In a lengthy letter to the British Consul-General, at Shanghai the Exchange Maintenance Association of Chinese importers describes the difficulties of piecegoods dealers as a result of the lightning drop in London exchange and the financial disaster that is impending. The letter states that though the rise and fall in exchange is a customary happening, yet, in the history of the last 70 years, there have never been such serious variations in exchange as at present, which are quoted in terms of several shillings. Last year, the exchange was as high as 4s. and above, while, during last April it dropped to 4/5.

Added to the losses sustained through exchange, the letter continues, internal wars and famine in the country have greatly decreased their business. With the goods ordered coming in regularly and no market and when money is needed to pay off their orders, and no collections can be made from their customers, on account of the stagnation of business, their position has become such that it cannot be maintained any longer.

The British Consul-General is asked to confer with the banking houses and representatives of manufacturers to afford assistance to avert a crisis which not only concerns Chinese merchants but will also have an important bearing on foreign firms.

Upon receipt of the letter of the Exchange Maintenance Association, answer was given by the British Consul-General, stating that their request for his assistance in maintaining their business will be considered in consultation with the Commercial Attaché of the Consulate.

JAPANESE OFFERING CREDIT.

In an attempt to displace American and British products Japanese piece goods importers are offering wide credit privileges to the few Chinese dealers who have been able to weather the present crisis. In the meantime American and British merchants are not changing the policy previously announced and the situation is admitted to be acute.

ON THE VERGE OF BANKRUPTCY.

In an interview yesterday, Mr. Chu Kuang-shih, president of the Importers Exchange Maintenance Association, said that nearly all the 500 Chinese piecegoods dealers are on the verge of bankruptcy. Some 80 have suspended business, he said. Many are known to have left Shanghai after the various drops in exchange.

Other foreign importers do not regard the credit policy of Japanese as important. The Japanese will extend credit to very few Chinese dealers, said one who is in close touch with the market.

Losses by Chinese merchants will exceed 30,000,000 taels, according to Mr. Chu Kuang-shih, and he anticipated no relief. He said:

"Unless some method is devised to avert the present crisis, the effect of the depression will be felt for some years. Business has practically ceased. There is very little trading in piecegoods although the godowns and wharves are piled high with merchandise billed to Chinese who are unable to meet their contracts. In the meantime Japanese merchants are offering spot cargo at prices far below the market."

"The famine in Northern China has reduced the demand so that an additional difficulty is presented to the situation caused by the drop in exchange and increase in prices by British and American manufacturers."

Mr. Chu said that his organization would approach the Consulate for aid, and in adjusting the present difficulties.

The Importers Exchange Maintenance Association, of which Mr. Chu is the head, was formed by over 500 large Chinese importing firms as a result of the exchange situation in June. It consists of importers in woolen and cotton piecegoods, hardware, chemicals, machinery and foreign provisions.—Shanghai Gazette.

The following story of the marriage of Mr. and Mrs. McSwiney, the Lord Mayor of Cork, is from an Irish correspondent. "It was while he was giving lessons in Gaelic to a class in Cork that he met Miss Muriel Murphy, the lady who is now his wife. She belonged to a wealthy house of Ireland family, and was herself heiress to a large fortune. The two married despite strong opposition from the lady's family. Mr. McSwiney, however, insisted that his household must be supported entirely by his own earnings, and the two lived very quietly in a tiny dwelling until, on the death of Mr. MacCurtain, McSwiney became Lord Mayor of Cork."

We desire to remind you that the subsequent parts of our report dealing as they are bound to do with matters of administrative detail would be largely influenced by the decision as to which way we arrive to accept or reject the proposals we have made in Part I. So convinced are we of the desirability of obtaining a decision of His Majesty's Government on the principles laid down in Part I before proceeding to the laborious examination of the numerous questions covered by our reference, that we have thought it imperative to place Part I of our report in your hands before the Committee proceeds to India. It would facilitate the work of the Committee and would render their complete report of greater value to His Majesty's Government and to the Government of India, if we could obtain from an early date an indication of the advice our Majesty's Government upon the principal questions covered by Part I of our report.

We are, Sir, Your obedient Servants,
Escher, M. F. O'Dwyer, H. V. Cox, Lieut.-General Claude W. Jacoby, Lieut.-General J. P. DuCane, Lieut.-General G. Fall, Webb Gillman, Brig.-General Secretary.

THE TONGSHAN MINE EXPLOSION.

DEATH ROLL OF 422.

COOLIES SUFFOCATED BY GAS AND SMOKE.

Further details of the colliery explosion at Tongshan, which, as already reported, resulted in the loss of over 400 lives, are made public in the following statement, issued by the Kailan administration to the Chinese and foreign press:

"On the afternoon of the 14th instant a most serious explosion occurred at Tongshan. The explosion set fire to the coal and mining timber. The gas and smoke produced percolated to other workings in which a large number of coolies were employed."

"Rescue work directed by the Acting Engineer-in-Chief and foreign staff, was immediately started. The rescuers penetrated everywhere as soon as the circumstances permitted. One hundred and nineteen labourers were brought alive to the surface and resuscitated, but the administration regrets that the death roll was 422."

"The statement further asserts that adequate precautions were taken in the mines, and suggests that the disaster was caused through coolies striking lights, as cigarettes were found in the pockets of some of the dead workers."

DEATH IN THE SHAVING BRITISH.

A FOREIGN CASE OF ANTHRAX
AT SHANGHAI.

Dr. Arthur Stanley, the Health Officer of Shanghai, in his report for September writes:

"A fatal foreign case of Anthrax was reported in which the infection appears to have been derived from a shaving brush. The brush in question had no mark indicating its origin; Anthrax was not found on examination but after using a new brush a few times it is to be expected that anthrax spores may have been washed away. Several such cases have during recent years been reported in Europe as certainly derived from shaving brushes made of horse hair from the Far East. This fatal case will serve as an indication of the danger locally, although the chance of being infected is remote, the present being the first foreign case of Anthrax reported in Shanghai for many years. Shaving brushes should be avoided unless purchased from reputable firms and from good makers. Those of Far Eastern origin should be avoided. It would be advisable, after thorough washing with soap, to immerse any recently purchased shaving brush in 20 per cent. formalin in water for 24 hours."

MALARIA DANGER.

NEED FOR ACTIVE MEASURES IN
ENGLAND.

Attention was drawn to the prevalence of mosquitoes, and while it was pointed out that indigenous cases of malaria in London are comparatively rare, emphasis was laid on the part played by the mosquito in spreading the disease. That the matter is not to be regarded lightly, in view of the presence in Great Britain of thousands of ex-service men who are laden with malaria, was pointed out by a specialist of the Morning Post.

"While it is correctly stated in the article (he said) that indigenous cases in London are comparatively rare, in other parts of England, particularly the South-Eastern counties, they are more frequent. Then there is a very important factor in the propagation of malaria which is not clearly brought out in the article. This is the presence of cases of malaria from which the mosquito may acquire the virus, which it not only transmits, but which undergoes definite cycle of development in the anopheline mosquito."

THOUSANDS OF CASES.

There are three species of Anopheles in Great Britain which are known to be malaria carriers. They do not occur all over the Kingdom, but they do occur round the big city centres, such as London, Liverpool, Manchester, and Glasgow, where there are thousands of cases of malaria about. It is just in these big centres that so many ex-soldiers who have come from Palestine, Salonika, India, and the East and West Coasts of Africa are most numerous. These men have come back laden with malaria. It only requires the introduction of the female Anopheles mosquito to make the chain necessary for the propagation of malaria complete.

Hundreds of these potential malaria transmitters are seen and treated for malaria daily at the Tropical Disease Clinic, Ministry of Pensions, London, and the danger to the community is thereby reduced. But the danger is not reduced as much as it might be. (I may say that the same treatment of the hundreds of cases of malaria, which have been brought back from malaria countries abroad by the soldiers, is being carried out in the other large cities of Great Britain.)

RISK OF AN OUTBREAK.

It cannot be said that the danger of an outbreak of malaria among the community does not exist. Nor can it be said that we may safely rest satisfied with what is being done, unless all measures are taken to reduce the risk to a minimum. There are many places in England, especially the South-East Coast, where breeding places exist and where Anopheles have been found. They were partially treated during the war, but the work has not been carried on since by the civil authorities. The question is whether treatment of breeding places and precautions against the spread of malaria in the infected parts should not be adopted now—in view of eventualities in the coming year.

The Tottenham magistrate to a reviewer: It is only possible to reach the condition you were in by easy stages.

INTIMATIONS

A. D. C.

IN

DUNSANY'S

GOLDEN DOOM.
GLITTERING GATE.
COMPROMISE OF THE
KING.
LOST SILK HAT.

In Aid of

THE FAMINE RELIEF FUND

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H.E. Sir Reginald Edward Stubbs, K.C.M.G.
H.E. Major General F. V. Smith, C.B.
H.E. Commodore W. Bowden Smith, C.B.
Hon. Mr. Lau Chi Pak
Hon. Mr. Ho Fook.

Thursday, - Oct. 28th

Saturday, - Oct. 30th

Wednesday, - Nov. 3rd

at 9.30 p.m.

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THE UNITED SERVICES CONCERT PARTY

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A GRAND CONCERT

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BALANCING FRANK, TWO COMEDIANS
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THE NEW FRENCH REMEDY
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HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council has been called for to-morrow. The business on the agenda includes some proposed amendments to the Offensive Trades by-laws, and an amendment of the Domestic Cleanliness and Ventilation By-laws.

The Orders of the Day are:—
First reading of a Bill introduced, an Ordinance to authorize the Appropriation of a Supplementary sum of four million and twenty-six thousand three hundred and thirty-six dollars and eleven cents to defray the charges of the year 1919.

First reading of a Bill introduced, an Ordinance to apply a sum not exceeding fourteen million and eighty-four thousand six hundred and sixty-two dollars to the Public Service of the year 1921.

First reading of a Bill introduced, an Ordinance to provide for the protection of trees, shrubs and other plants.

First reading of a Bill introduced, an Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

First reading of a Bill introduced, an Ordinance to restrain certain acts of intimidation.

WIFE SUMMONS HUSBAND.
ANOTHER SUMMONS HIM FOR ASSAULT.

Before Mr. N. L. Smith, yesterday, Joaquim Bernarde, of No. 13, Mosque Street, summoned Jose Maria Gutierrez, for (1) assault at No. 14, Robinson Road, on October 18th, and (2) disorderly conduct and using abusive and insulting language at the same place and date. The defendant was also summoned by his wife, Flora Laboury Gutierrez, of No. 14, Robinson Road, on four counts: (1) trespass into her house, (2) using insulting and abusive language, (3) assault, and (4) damaging property. All these offences were alleged to have been committed by the defendant on October 18th.

Mr. H. K. Woo, who appeared for the defendant, told the Magistrate that Mr. Leo d'Almeida who was for the prosecution, was down with dengue fever and unable to attend Court, and asked that a remand be granted.

The Magistrate fixed November 2nd for the hearing of the case.

POSSESSION OF DAGGERS.
MAN WELL-KNOWN TO POLICE.

A Chinese was charged before Mr. N. L. Smith, yesterday, with the unlawful possession of a dagger.

He was found by a detective acting in a suspicious manner, and, when searched, the dagger was found hidden in his girdle.

He admitted possession of the weapon for self-defence, and said that he did not know that it was against local regulations, being new to the Colony. The Magistrate imposed a fine of \$10 or 14 days' hard labour, and ordered the confiscation of the dagger.

Another Chinese, charged with the unlawful possession of a clasp knife for an unlawful purpose, also pleaded ignorance.

Mr. Smith sentenced him to three weeks' hard labour without the option of a fine, as the defendant was a well-known character to the Police.

FIRE ON A STEAMER.
UPPER DECK DESTROYED.

Answering to a fire call from Shamshui, on Monday night, the Kowloon Fire Brigade rushed off to the scene and made valiant efforts to extinguish a fire which had broken out on board the *Hock Lee*, a Chinese vessel. The outbreak occurred in the ship's kitchen and soon enveloped the upper structures of the vessel. Despite the efforts of the fire-fighters, the flames destroyed the upper deck before the fire could be got under control.

The damage to the vessel has not yet been assessed. The ship was insured for \$70,000.

TWO PERSONS MISSING.
DINGHY BELIEVED TO HAVE CAPSIZED.

Stating that they were going on a visit to another lighter, a Chinese woman and her son got into a dinghy on Monday night, and have not been heard of since. This was the strange story related to the Police yesterday by the husband of the lighter. The pair were going to a wharf a few yards away, and it is a mystery where the dinghy has gone, for no sign of it has been found. The husband believes that the dinghy capsized and that his wife and child were drowned.

SPORT.

FOOTBALL.
UNITED SERVICES LEAGUE.

Lieut. D. P. Hannam, and Batt. Wilts, presided at a meeting of the United Services League at Victoria Barracks, last evening, when the following Clubs were represented:—H.M.S.'s *Tamar*, *Amrobs*, *Carlisle*, and *Curlew*, R.G.A., R.E. and and Wiltshire Regiment.

The Hon. Secretary read a letter from the Hongkong F.C. regretting their inability to join the League as owing to the games having to be played in mid-week, it would be impossible to field a team at 4 p.m. on any week-day except Saturday.

An application from the S.C.A. to join the League was refused.

The following entries were accepted:—*Tamar*, *Amrobs*, *Carlisle*, *Curlew*, R.G.A., R.E. and 2nd Wiltshire.

It was decided to run the league on Wednesdays, as all Saturdays, up to March 24, 1921, are taken up by the Hongkong League.

The League commences on Wednesday, November 3rd, 1920, and is expected to finish in the middle of February, 1921.

THE BLACK STAR LINE.
WILL IT LEAD TO NEGROES
PROMISED LAND?

The *Daily Express* New York correspondent writes:—

The American blacks have found a new Moses. He is a British negro from Jamaica, and not American except by adoption. His name is Marcus Garvey, and all America, white and black alike, is talking about him.

Garvey is trying to convert the blacks to a grandiose scheme for the establishment of a vast negro commonwealth in Africa, where all the members of the race who dislike the white man's civilization can flock.

It is to be a magnificent, enlarged Zion, back-to-Palestine, crusade, which Garvey is planning for Africa. And the American negroes are to be the directors of the restoration. Therefore they are pouring money into Garvey's organization, and are enlisting behind him literally by the million.

Garvey came to America some four years ago. He opened headquarters on 135th street in New York, the centre of the negro district, and he has swept numerous negro masses meetings of his feet by his magnetism and oratory.

He began his career as a publicist in Jamaica when he was fifteen years old by editing a Catholic newspaper. Then he established "Garvey's Watchman" in Jamaica, and conducted it for five years. Two subsequent years he spent editing a daily paper in Costa Rica.

After that he went to Europe for a time, and now he is in America, claiming to have a world-wide knowledge of negro problems and to have found the only solution in his back-to-Africa movement.

He has organized the Universal Negro Improvement Association, and African Communities League, holding fast to the negro fondness for grandiose titles. There are 600 branches of this organization, with over 2,000,000 members.

The league has recently formed the Black Star Line of goods steamers, officered and manned exclusively by negroes, and having negroes solely as its stockholders. Three ships are possessed by the line.

The most prominent exploit of the Black Star was an attempt to take the last shipload of white to Cuba on a hurried charter a few hours before the prohibition amendment to the Constitution went into effect. The boat got to sea with only seconds to spare before prohibition became operative. But something happened that same night. Whether it was a storm or a broaded barrel, the ship put back to New York in distress, after having thrown overboard much of the precious cargo.

Garvey, however, does not care to talk about this mishap. He prefers to look to the future. He says he is planning to open factories under negro ownership which will employ blacks exclusively. He is also arranging to open negro banks. But these expedients are only temporary. They will simply tide over conditions until Garvey can get his followers lined up for the regeneration of Africa.

There are 400,000,000 blacks in the world, he estimates. These, he tells his audience, he wishes to persuade to return to Africa and organize for mutual protection. Once that is done, he believes the whites will see the advantage of letting Africa belong to the Africans.

The failure of America's protegee republic, Liberia, to attract the blacks to Africa during its existence of more than seventy years does not discourage Garvey. His plan calls for creating a sort of Vatican for the negro race in Liberia. He desires to call a world convention of negroes and have this convention elect a high potentate, and appropriate \$400,000 for his maintenance.

The potentate would live in Liberia, and be the spokesman of the negroes as the Pope speaks for all Catholics. Garvey says he will try to secure for the potentate the same diplomatic status as the Pope possesses. If he does that the negroes will surely vote Garvey potentate, pope, and king all in one.

Angered at the decision of the Burnley directors not to include McGarry, the Dumbarton full back, against Bradford City in the opening game at Turf Moor, supporters of the Burnley Club held "shop meetings" at the works, and decided to boycott the Club, fixing a fine to be imposed on those attending matches. Still 30,000 people saw the match, the boycott not being very effective. Is this an initial experiment in government by Soviet?

SCOTTISH SPORT.

THE RUGBY OUTLOOK IN
EDINBURGH.

(FROM OUR OWN CORRESPONDENT.)

September 15th.

The "Old Boys" of the big Scottish schools who are now in the East will be glad to hear that Rugby promises to be even in better case than last year. Some of the veterans are gone, of course; they turned out simply to give the old Code a good after-the-war start, among others A. W. Angus has given up the game; G. B. Crole is off to the Sudan; and G. Thom has gone to Canada. But there are a lot of promising men who will carry on the best traditions of the rugged game.

The prospects of last year's Champion team, Heriobonians, are particularly bright. The whole of their old side will be available, and with plenty of good reserve material should again take a prominent part. They will be once more under the leadership of G. W. Simpson, with R. Bruce as second in command.

Not many changes are made in the Watsonian team, but they are all important. No club could lose a player like Angus and not be weaker. It may be said of him that he is the last of a brilliant constellation of stars who shone in Scottish Rugby prior to 1914. Another three-quarter to disappear is F. J. C. Moffat, who scored nearly 50 tries last season. And a third absentee will be W. J. Jenkins, who has gone to India. C. S. Nimmo and J. A. R. Selby will still be available.

A year ago the Edinburgh Academicals were a ragged lot; the material was good, but a team had to be built up bit by bit, and matches were lost before that was accomplished. Now they have a good side, and a trained side to take the field. A. T. Sloan, to whom not a little of the success of last season was due, will again be Captain, and his place will be stand off half.

It will be a notable season for the Royal High Schoolmen. They will be on their new ground, Jock's Park, quite close to Pierhill Barracks. All the old team will be available, except the brothers Gray who are gone abroad. D. B. Gray is captain the side, and A. D. Laing will be the forward.

It is difficult to give an opinion of the Edinburgh University side at this date. A more successful season than last is expected, a number of promising new players are coming up. The South Africans have decided not to run a team of their own, but to play for the University, and this ought to strengthen the club. The Captain is M. P. Atkinson, a forward who got his blue last season, and before the war played for London Hospital and the United Hospitals. John Robinson, the Cumberland forward, and W. L. Hunter will also be playing.

Stewartians are confident of a good time, if the side can continue the form displayed at the end of last season, and in the seven-a-sides. Finlay Kennedy is turning out again, which signifies that Stewart's titles and penalty-kicks will be coveted. His goal-kicking in last year's International is still a happy memory.

Edinburgh Wanderers expect to do better. J. A. Young, they have an energetic captain, and the forwards like A. Wemyss, J. B. Cunningham, and R. S. Beveridge, the scrum should be a powerful one. The three-quarters include R. C. Craig and C. C. Mann of last year's Merchriston team, and F. A. Cardiner, from Loretto.

Edinburgh Institution is practically the same as last year, with I. M. Robertson as captain.

The LEADERS IN THE LEAGUE.
The Senior League threatens to follow its bad old course, with Rangers and Celtic holding the dominating positions. At one time it was thought that Morton might challenge them, but they are a disappointment, and came a bad cropper to Rangers who remain the only first-class club with an unassailed record. Another aspirant to leading honours, Motherwell, was equally unfortunate; their heavy loss to Partick Thistle was one of the shocks of the week.

Heart of Mid-Lothian who remain in favour, defeated Clydebank. They have lost only one game, and are improving in form. No better fillip could be given to the League than a powerful Tyneside team, able to challenge the old brigade, Rangers and Celtic. A new challenger may, however, be found in Queen's Park, a young lot who are again showing remarkable ability. Arrangements had the biggest victory, and with 11 points for 7 games now occupy second place on the table. Hibernian, by winning at Brockville furnished one of the surprises, and Albion Rangers gave us another by a decisive victory over Dumbarton.

Aberdeen, 3; Clyde, 0.
Raith Rovers, 1; Partick Thistle, 0.
Hearts, 4; Ayr, 1.
Hamilton, 1; Dundee, 0.
Airdrie, 1; Falkirk, 1.
Hearts, 2; Clydebank, 0.
Falkirk, 0; Hibs, 3.
Rangers, 2; Morton, 0.
Celtic, 2; Hamilton, 1.
Third Lanark, 3; Raith Rovers, 0.
Aberdeen, 0; Ayr, 0.
Airdrie, 0; Clyde, 1.
Dumbarton, 0; Albion Rangers, 1.
Kilmarnock, 1; Queen's Park, 1.
Motherwell, 0; Partick Thistle, 4.
St. Mirren, 0; Dundee, 1.
Hearts, 2; Clydebank, 1.
INTER-CITY.
Glasgow, 4; Sheffield, 1.

SHANGHAI AUTUMN RACES.

"J.W.M." writing in the *N.C. Daily News*, on October 21st, says:—

ROUND THE TABLE.
A preliminary glance at the entries for the Autumn meeting shows that while there are a whole exceptionally heavy, only a small proportion are griffins, some 40 in all. The Grand National is the best supported event. Possibly the new pony insurance scheme, a very good one from the owners' point of view will be a factor in deciding owners to enter more freely in the future. Many more points can jump, than do jump and probably the risk of losing a valuable pony has deterred some owners of late from participating in the most sporting event bar none on the programme. With such big entries of the flat fields promise to be large and keen novices whose opportunities have hitherto been limited should have the chance of their lives.

TALKING OF JOCKEYS.
The great thing for the aspirant to jockeyship honours to do is to turn out on the course as often as he can raise a mount. Owners cannot be expected to offer mounts to men whom they never see in the saddle or to those who, having hitherto equitated entirely on the roads, formerly remark that no one ever offer them a mount. Talking of jockeys, everyone will be glad to see that Messrs. J. K. Brand and Hill are back in the saddle; they have both been casualties for the past fortnight. Also talking of jockeys, it is satisfactory to note that the allegation of unfair riding at Kiangwan, on the part of Mr. Heard by a contemporary has now been amicably withdrawn after suitable apology. Everyone who read the paragraph and who knows anything about local racing and Mr. Heard's record, doubtless realized that the writer had made a mistake. This kind of mistake, however, is distressing for the jockey concerned and should not have been made. Fortunately, Shanghai racing is and has always been singularly free from the methods employed by certain riders elsewhere. Anyway, all's well that ends well and the best of luck to J. H. in November.

I see that cups are being presented by Rear-Admiral Borsari, and the officers of H.M. Ships on the Station. Very sporting of them. "Probably quite a number of ships will find it necessary to visit Shanghai during the first half of November. It's not much fun giving a cup for a race which you do not see run."

SOME NOTABLE GALLOPS.
Turning to yesterday's gallops, full details of which are given below, the outstanding features appear to be the Oriole and Silver Streak's mile inside 2-16, Hongkong Chief's 1 1/4 miles in 2-45-2-5, the Curlew's 1 1/4 miles in 2-47-1-5 and Helted Wilf's mile in 2-14. The three latter are, of course, Leger ponies. Triumph, Jock Scott, Byland and Elgum were other old ponies which did good gallops. The next two weeks will doubtless bring others into the limelight so careful perusal of the time table is recommended.

The course yesterday was fairly fast, times hard to take owing to the mist, and bamboo out on the grass course. The gallop of yesterday still further confirms our belief that, away from the track, the Oriole will double the time. The Oriole will win the Champions. To my mind he stands out as no ultimate Champions winner has stood out during the past training seasons of the past 10 years. Willow Tree during the spring of 1919 and Castledale excepted. The St. Leger will probably remain an open race to the end. There appear to be six ponies with a really good chance, and there are at least four more which might upset calculations. It is these very uncertainties which add to the joys of racing.

The firing of the Canton-Kowloon express on Sunday is reported to have been due to a skirmish between Kwangsi and Kwangtung troops at Shun-chun in the afternoon. It is believed that the firing at the train was not a premeditated and deliberate act, but the result of stray bullets. A passenger, speaking to a representative of this paper, mentioned that he saw several dead bodies scattered about the Shun-chun Station compound. There were crowds surrounding the station.

It is announced in our advertisement columns that the through train service to Canton has been suspended and this has enabled additional trains to be run over the British section. The Police guard in the New Territories has been strengthened with a view to preventing skirmishes between Chinese soldiers taking place in British Territory.

A Home paper states: A well-known actor raises a golfing question. He was playing recently, when his ball disturbed a wasp's nest. One of the wasps stung him behind the ear, but only slightly. Later, when he was making a critical stroke, he was stung in the side, and the pain caused him to drop his club, the ball only going a few yards. He wanted to know what rule applied.

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These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application.

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Powell Ltd.
TELEPHONE 346

FOOTWEAR THAT TREADS

IN THE

FOOTSTEPS OF FASHION:

FOR

WALKING

GOLFING

SHOOTING

BUSINESS

DAY AND EVENING WEAR.

AGENTS FOR

"KELTIC" AND "SAXONE"



NEW ADVERTISEMENTS

NOTICE

WE have this day established ourselves as General Merchants, with Offices at Prince's Buildings.
R. D. WILKS & CO.
Hongkong, October 26th, 1920. [1689]

HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of the HONGKONG BOXING ASSOCIATION will be held at the Kisu Erwan Hotel, on THURSDAY, the 4th day of NOVEMBER, 1920, at 5.30 p.m., for the following purposes—

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of September, 1920.
 2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1920-1921.
 3. To appoint an auditor.
- By Order of the General Committee:
GEORGE G. K. TINSON,
Hon. Secretary and Treasurer.
Hongkong, October 26th, 1920. [1620]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM KOBE & MOJI.

THE Steamship

"LAISANG" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st Nov., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, October 26th, 1920. [1691]

NOTICE TO CONSIGNEES

S.S. "VENEZUELA" VOY. 18-OUT
FROM SAN FRANCISCO to HONOLULU, JAPAN PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godown at West Point, and stored at Consignee's risk.

Consignees of cargo are hereby informed that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Nov. 3rd, at 10 A.M.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Nov. 3rd, will be subject to rent.

No Fire Insurance will be effected.

Consignees are requested to send in their bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY
Hotel Mansions,
Hongkong, October 26th, 1920. [1692]

LADIES' NEWS.

WE are exhibiting from WEDNESDAY, OCTOBER 27th, an exquisite collection of LATEST STYLE Dresses, Cloaks, and diverse Ladies' fashions, which are incomparable. An early visit will give YOU the opportunity to see everything and get the best choice. As the Exhibition will only last one week, it will be advisable for YOU to give us a call as soon as possible.

KOMOR & KOMOR,
Alexandra Buildings.
[1690]

OLD ALLENYIAN DINNER.

IT is proposed to hold a DINNER on SATURDAY, the 30th of NOVEMBER, 1920. Will all Old Alleynians wishing to attend, send in their Names to the undersigned as soon as possible.

It is hoped that all "Old Alleynians" both in Hongkong and Canton will participate.
Time and place will be notified later.
B. L. DENNIS,
Hon. Secretary,
Old Alleynian Society.
[1673]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight and cents Eighty-one), invested in War Loans Investment Trust of Malaya issued in the name of Mr. TROD. SHAW has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries and Treasurers,
O. MONTAGUE EDIE,
General Manager.
Hongkong, October 13th, 1920. [1622]

INTIMATIONS

KOWLOON-CANTON RAILWAY.
(Bathurst Station).

NOTICE

THE Public is notified that until further notice on account of the present unsettled conditions at Canton the Through Train Service is suspended from this date, and ADDITIONAL LOCAL TRAINS will run as follows—

Last Ferry leaves	8.45 a.m.	Shum Chun dep.	10.19 a.m.
Hongkong	8.58	Shung Shui arr.	10.24
Kowloon dep.	9.02	Yanmat arr.	10.26
Yanmat dep.	9.07		
Shatin arr.	9.14	Fauling arr.	10.29
Shatin dep.	9.15	Shatin arr.	10.33
Taipei arr.	9.22	Taipei dep.	10.40
Shatin arr.	9.30	Taipei arr.	10.42
Market dep.	9.32	Shatin dep.	10.43
Fauling arr.	9.40	Shatin arr.	10.55
Shatin dep.	9.41		
Shatin arr.	9.43	Yanmat arr.	11.05
Shatin dep.	9.45	Shatin arr.	11.07
Shum Chun arr.	9.50	Kowloon arr.	11.15

By Order,
H. P. WINSLOW,
Manager.

Kowloon, October 26th, 1920. [1688]

NOTICE

THE BRITISH COMMONWEALTH INSURANCE CO., LTD.
(Incorporated in England).

HAVING been appointed FIRE AGENT in Hongkong, Canton, Macao and Swatow by the above-named Company we are prepared to issue Policies at current rates and to act as Agents for the UNION TRADING CO.

Prince's Buildings,
Hongkong, October 23rd, 1920. [1671]

NOTICE

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip, the Securities of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—
Script No. Numbers. Holder's Name.
7017 50 29301/29350 C. P. Chater
7590 50 37084/37133 M. S. Samson
8338 100 42869/42968 Li Chok Yuen
5910 25 1251/75, 18959/59 S. Fenwick
5911 25 5958/117 H. H. Fenwick
7754 9 64757/758 S. Fenwick
6601 5 7184/943 E. Mitchell
6603 15 44670/884 Mrs. E. C. Champenowse
7789 4 66739/36742 P. F. H. Hodge & A. F. Harris

(Signed) FRED ELLIS,
c/o FRASER & NEAVE & Co.,
Hongkong, September 25th, 1920. [1538]

G. R.
PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,
On TUESDAY,

the 7th December, 1920, at 11 A.M. within the Chamber, at Naval Depot, Kowloon,

H.M. TUG "ST. SAMPSON".

Length between perpendiculars ... 30 ft. 6 in.
Breadth, extreme ... 30 " 9 "
Depth (upper side of 6 in. Bar Keel) ... 16 ft. 7 in.
Tonnage according to British Rules, Gross ... 451 " 01 tons
Nominal Displacement ... 560 tons
At mean draft of ... 13 " 10 in.
Present mean draft ... 10 " 9 in.

Build (Where) ... Hongkong
When ... September, 1919.
By whom H. K. W. Poon Dock Co., Ltd.

Materials of Construction—
Wood ... Fittings in Cabin, etc.
Iron ... General Fittings on Deck, etc.
Steel ... Hull, Bulkheads, etc.
Decks ... Forecastle, Upper and Lower

A single screw steel steamer of H.P. 1,200 fitted with internal electric lighting at 100 Volts.

Build under Lloyd's survey, 100 A.I. for towing purposes.

Port of Registry, Hongkong.
To be sold as she now lies at H.M. Dockyard, Hongkong. A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H.M. Dockyard, Hongkong, and structural and other particulars may be obtained from the Chief Engineer, H.M. Dockyard, Hongkong.

The Vessel is now on view between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained on application to the undersigned.

On presenting inspecting orders to the Pier Master in the Dockyard the persons named above will be conveyed to and from the Ship. The Ship may not be heard from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
[1606]

PALACE HOTEL KOWLOON

Corner of Halphong & Hankow Roads
T. A. L.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely remodelled, and refurnished, is now up-to-date in every respect and under English Management.

Originals under personal supervision of the Proprietor.
BAR and BILLIARD ROOMS,
TERMS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY,
Proprietor.
[17]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS. If they do not exceed 25 words in number and are prepaid.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.
Advertisements requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for
Boxes P. Q. AD. AP. AW. BF. BH.

WANTED.—Position by a YOUNG MAN with good knowledge of English, holds matriculation certificate, and has had business training. Apply to Box 21, Daily Press Office.
[161]

TO LET

WITH immediate possession. Excellent FURNISHED FLAT Three Rooms, Queen's Road Central.
Apply—
PERCY SMITH SETE & FLEMING,
5, Queen's Road Central. [1681]

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS OF Frs. 100 each issued at par. Interest payable twice yearly, on June 15th and December 15th.

First coupon due on June 15th, 1921. Applications will be received from October 20th, up to November 25th by the—
RUSSO-ASIAN BANK,
R. RODGERS,
Manager.

Hongkong, October 15th, 1920. [1686]

NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable
PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 15th June and 15th December; first semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BEBINOAGUE,
Manager.
Hongkong, October 14th, 1920. [1629]

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept (4) DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars to—
HONGKONG BRANCH,
Queen's Building, 5, Chater Rd.
[1488]

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2832.

WEEKLY AUCTIONS.

TUESDAYS—
MISCELLANEOUS GOODS.

THURSDAYS—
VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—
EXCELLENT HOUSEHOLD FURNITURE.

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 24 D'Anglar Street, Telephone No. 2832.

FLAUNTED with instructions from Captain THURWELL will sell by Public Auction on THURSDAY, October 29th, 1920, at 2.30 p.m., at his Sales Room,
One Ford Motor Car,
(6 Seats) recently overhauled and in good running order.
Terms—Cash on Delivery.

INTIMATION

Its high standard of quality

has made, and maintains, its

great reputation.

WATSON'S

E

WHISKY

is the same to-day as 40

years ago—mellow with good

old age—fine bouquet and

flavour.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Telephone 616.

Hongkong Office: 104, Des Voeux Rd., C.

Lower Office: 131, FLEMING STREET, E.C.

[11]

The Daily Press.

HONGKONG: OCTOBER 27th, 1920

CALIFORNIA AND THE JAPANESE

"The progress of the anti-Japanese movement in California is seriously watched here (Japan), both by Government and people. It is carried too far the outcome is hard to tell." These words form part of a message cabled recently by Viscount KANAKO, President of the American-Japan Society to Mr. FRANK A. VANDERLIP, President of the Japan Society in New York. Another message sent to the State Department at Washington, by the American Associations of Yokohama and Tokyo, acquaints the American people with "the intense feeling aroused throughout Japan by the present action in California, which is threatening the destruction of the traditional friendship and the future estrangement of the two peoples." There has certainly been quite a lot of bellicose writing on the subject in the Press of Japan. One General has been dilating at considerable length in the columns of the *Hochi Shimbun* on the theme: "If America and Japan went to War," in which the general conclusion seems to be reached that Japan would have nothing much to fear. There is a long way to go, however, before things come to that pass. The hostility of the people of California towards Japanese immigration is an old story, but it has recently taken on a new phase. Some years ago Japan met American objections to wholesale immigration into the State, by consenting to restrictions embodied in what is known as the "Gentleman's Agreement." But the Americans of the Pacific Coast have been far from satisfied. Though California takes the lead in the anti-Japanese agitation, it derives encouragement from the other States along the Coast, and the feeling in Japan is that if California succeeds in enforcing its anti-Japanese legislation the States of Oregon and Washington will follow suit. California is, seeking to dispossess the Japanese of their vested interests in the land, and the campaign generally follows the procedure which led up to the exclusion of the Chinese. A referendum on

the subject is to be taken on November 2nd. According to Viscount KANAKO, the total number of Japanese immigrants settled on the Pacific Coast of the United States is about 80,000 of whom about 40,000 are engaged in farming. They furnish the markets not only of the Pacific and Western States but many of the Eastern States as well with produce valued at something like 60,000,000 dollars a year. They are admitted to be excellent farmers, hard-working and very industrious. The problem is racial rather than economic. The complaint is that they do not "assimilate" like other immigrants into the States; they do not become Americans, but remain Japanese, creating purely Japanese villages, and trading largely among themselves. On the other hand it is contended that the Japanese in America have never shown themselves hostile to America; they have respected the flag, and have proved themselves law-abiding. Viscount KANAKO, their champion in Japan, has contrasted their peaceable behaviour, their loyalty and active support of the American Government during the war with the conduct of America's German population, which was, as everybody knows, the very reverse of all this. But to get the contrast perfect, we want to know whether if America were as was with Japan, the Japanese resident in America would be loyal to America—or, like the Germans, more loyal to their motherland? No one disputes that the Japanese in America are industrious, peaceable and law-abiding citizens; but their very industry combined with the steady growth of the population, assisted by what is known in America as the "picture-bride" system of marriage, form in the eyes of most Americans the deadly peril to the interests of the white race in the country. It is not a question which California alone can settle, for the agitation has taken a form which is in conflict with the Federal Constitution, and we are inclined to agree with the view that whatever action California may take, there can be no doubt that the vested rights of all Japanese legally resident in the United States, and of all persons of Japanese race who are by birth American citizens will be safeguarded by the operation of the Federal law; for the Constitution clearly controls the whole question, and until the Constitution is amended Japanese who are legally in the United States under the treaties existing with Japan cannot be dispossessed of their rights and privileges. That, at least, is the contention made on their behalf, and steps have already been taken to test the question in the Courts. We shall doubtless hear much of this question in the coming months.

We learn from the *Yellow Dragon* that Mr. R. E. O. Bird, M.A., is to be Head-Master of Queen's College during the absence on leave of Mr. Tanner.

The President of China has written a book on "The Chinese Republic after the World War." The work has been submitted to the Cabinet before publication.

Several men in Government Service received cables yesterday, announcing the happy fact of a reunion with their families some time in December. A large number of births have been secured on the *Bremen*.

Among the passengers who left yesterday, on the *Monteagle* were the Hon. Mr. John Johnston, Mr. O. T. Bowring, Acting Maritime Customs Commissioner, Holloway, and Mrs. Bowring, Mrs. G. E. Costello, and Dr. G. Thomas.

A farewell dinner was given to Mr. B. Tanner, Head-master of Queen's College, yesterday evening, by Mr. Lee Hy-ann at his residence on the occasion of Mr. Tanner's departure for England, on leave. The members of the European and Chinese Staff of Queen's College were also present and a very enjoyable evening was spent.

For the week ended, October 23rd, there were reported in the Colony one case (one death) of plague; one case (one death) of diphtheria; two cases (one death) of enteric fever; one case of paratyphoid fever; one case (one death) of cerebrospinal fever and five cases (five deaths) of influenza. One case of enteric fever and one case of paratyphoid fever were reported on Monday.

The Health Officer of Shanghai reports: The Public Health so far as Shanghai is concerned may perhaps be summed up by saying that we have come through the summer very well. Though cholera threatened, the incidence of acute diarrhoea of cholera type has never been more than moderate, and has scarcely caused any abnormal increase in the mortality rate. Latterly there was an increase in dysentery, of which disease 13 cases and 4 deaths were reported among the resident foreign community.

The Shanghai Municipal 6 per cent. sterling loan of 2,750,000 has been fully subscribed and the subscription list closed. The Municipal Council is now raising a 7 per cent. loan in local currency, debentures being issued at 92½ per cent.

We regret to learn from Japan papers that Mr. A. Gregory, of Messrs. Jardine, Matheson & Co.'s Yokohama house, was knocked down by a train near Shiota, near Kobe, on October 15th, the previous night, and so badly injured that he died soon afterward. Mr. Gregory was returning home after a reception to the crew of the submarine supply ship *Titanic* at Captain Watson's residence. He and his friend, Mr. A. B. Elton, were walking home together. Mr. Elton narrowly escaped being injured. Mr. Gregory is survived by his widow and a four months' old baby, both of whom are now in Yokohama.

Before Mr. G. N. Orme yesterday, Commander Kilgour, R.N., appeared to answer a summons for (1) leaving motor-car No. 299 unattended in Pedder Street, at 2 p.m., on October 11th, and (2) driving the said car through Ice House Street (Brokers' Alley) without a permit, on October 13th.

Commander Kilgour admitted the charges, but said that he was ignorant of the regulations, which were put in force during his absence from the Colony. He had been away for over two months. He left the car unattended only for a few minutes.

For the Police it was stated that cars were not allowed to be left unattended in Pedder Street until after 5 p.m. "Commander Kilgour's car was left outside the Hongkong Hotel for about 25 minutes. This regulation had been in force for about four months now and was published in all the papers.

The Magistrate fined Commander Kilgour \$5 on both charges.

MAJOR STURGES CAUTIONED.

Major Sturges, R.G.A., who last week failed to appear before Mr. N. L. Smith to answer a charge of driving a motor-cycle in Kennedy Road, the road being closed to traffic, was before the Court yesterday.

Major Sturges told the Court that on the day in question, he drove up Garden Road, through Macdonnell Road, to Kennedy Road. There was no car at the junction of Macdonnell Road and Kennedy Road, and consequently, he thought the road was open.

The Police admitted that there was no car at the junction of Macdonnell and Kennedy Roads, but there were cars at either end of Kennedy Road. A car had now been put up at the junction. Major Sturges had been warned once before, and when the police saw him on the road a second time, they naturally summoned him. The Magistrate dismissed the case, with a caution.

MISCELLANEOUS CASES.

The driver of the Hon. Mr. Ho Fook's car, No. 296, was charged with passing on the left of a stationary tram car. He pleaded "guilty," and was fined \$5.

A Chinese gentleman who was charged with driving Mr. Kitting's car, No. 423, without a driver's licence, admitted the offence and was fined \$5.

Mr. J. A. Lam, of the Java-China-Japan Lijn, pleaded "guilty" to driving motor-cycle No. 223 in Ice House Street (Brokers' Alley) without a permit. He admitted the offence, but said that he did not know that it was unlawful. A fine of \$5 was imposed.

For passing on the left of a stationary tram car in Des Voeux Road, the chauffeur of motor-car No. 68 was fined \$5.

Charged with driving motor-car No. 299 without a driver's licence, a Chinese gentleman pleaded "guilty," and was fined \$5.

The chauffeur of motor-car No. 402, who was charged with having an insufficient rear light on his car, said that he did not know that the light was dim until his attention was called to it by the police. He was fined \$5.

RETURNED BANISHEE.

WHY HE CAME BACK.

Inspector Cockle charged a Chinese before Mr. N. L. Smith yesterday, with unlawfully returning to the Colony, after having been banished for a period of ten years on September 23rd last.

Defendant said he came back because he could not find work in the country.

Sentence of nine months' imprisonment with hard labour and four hours' stocks, in lieu of the last day, was passed.

CABLES.

LATEST CABLES.

(THROUGH RAUTER'S AGENCY.)

DEATH OF FASTING LORD MAYOR.

ON SEVENTY-FOURTH DAY OF HUNGER-STRIKE.

LONDON, October 26th.

The death is reported of Mr. MacSwiney, the Lord Mayor of Cork, who was hunger-striking in Brixton Gaol.

LATER.

Mr. MacSwiney died in Brixton prison at 5.20 this morning—the seventy-fourth day of his hunger-strike.

After a brief conscious interval, he lapsed into unconsciousness last night. Mr. MacSwiney recently had repeated attacks of indigestion, and was given nourishment by the prison authorities, but was so unquiescent that it had little effect.

127 COUNTS.

INDICTMENT AGAINST MESSRS. ARMOUR'S.

New York, October 23rd.

A Federal indictment containing 127 counts has been returned against Messrs. Armour's of Chicago, who are charged with violating the anti-profiteering-Lever Law in selling New Zealand lamb.

It is reported from Pittsburgh that the Federal District court of justice in rendering the decision declared that the fourth section of the Lever Law was unconstitutional.

MINERS' STRIKE.

MORE HOPEFUL OUTLOOK.

CONSTANTINOPLE, October 24th.

Besides the Premier, Mr. Bonar Law and Sir Robert Horne were present at this morning's conference. It is understood that the Government has arrived at a new basis which, if acceptable to the miners, is likely to provide a satisfactory settlement.

The miners' representatives are reporting the result of conference to the miners' Executive this afternoon.

The continuance of the discussions is officially regarded as a hopeful sign.

CONFERENCE RESUMED.

LATER.

After an hour and a half's discussion at the headquarters of the Miners' Federation, this afternoon, Mr. Frank-Hodges said that the conference between the officials of the Federation and the Premier will be renewed on the morning of October 28th.

"SPIRIT OF CHEERFULNESS."

LONDON, October 26th.

The continuance to-day of the informal conversations between the miners and the Ministerialists, which began yesterday, brought a tone of optimism into the situation.

Mr. Frank Hodges and Mr. Robert Skillic, in a brief interview, intimated that the spirit of cheerfulness is going to be maintained. Nevertheless, it must be remembered that actual negotiations have not been resumed, although the conversations have been preparing the way for the resumption. Anyway, the strike is likely to last through the week, for even when an agreement has been reached a fresh ballot is now declared to be necessary. Meanwhile, a hopeful sign is reported to be the intention of the Government not to proceed immediately with the Emergency Bill, which is bound to raise a heated opposition in the House of Commons and complicate the chances of a settlement.

EARLIER CABLES.

AMERICAN LABOUR SUPPORTS BRITISH COAL-MINERS.

New York, October 24th.

The Central Federated Union proposes to coal-miners in Great Britain by hampering the exportation of coal and has passed resolution asking the Government to resort to war-time control of distribution. The Longshoremen's Union has announced it would urge its fellow-workers not to load coal except what is necessary to the requirements of vessels.

LATEST CABLES.

NATIVE RISING IN PORT ELIZABETH.

DETERMINED ATTACK ON POLICE STATION.

PORT ELIZABETH, October 25th.

Following the arrest of a native leader, a crowd of natives rushed to the police station. The police offered a stubborn resistance and were ultimately driven out. This necessitated calling reinforcements of soldiers who opened fire and ultimately dispersed the mob. The casualties were fifty, of whom fourteen were killed, including two Europeans.

ANOTHER ATTACK.

LATER.

After being driven off from the police station, and pursued from the city, the natives held mass meetings in their villages in the outskirts of the city.

The following day they twice attacked the police station. The police were ultimately forced to fire, killing one and wounding seven. Others attempted to fire a huge petrol store and succeeded in cutting all the telegraph and telephone wires, except those going to Cape Town.

Reinforcements are being sent up from Cradock and Grahamstown. The city is now quiet.

The total casualties were 23 killed and 41 wounded.

EARLIER CABLES.

SWEDISH CABINET.

KING SUGGESTS NON-PARTY BODY OF EXPERTS.

STOCKHOLM, October 24th.

After conferring with the leaders of the Conservative and the Liberal parties, the King requested Baron Louis Degeer, Governor of the province of Christianstad, to form a non-party Cabinet of experts.

THE REASON FOR THE RESIGNATION.

STOCKHOLM, October 23rd.

The Cabinet's resignation is due to the refusal of the Liberals to co-operate with the Social Democrats in the formation of a Coalition Government.

FRENCH TRADE.

INCREASE IN EXPORTS.

PARIS, October 24th.

The French imports for the first nine months of 1920 are valued at 27,189,000,000 francs, and the exports at 16,500,000,000 francs, showing increases of 2,600,000,000 francs and 8,850,000,000 francs, respectively, as compared with the corresponding period of 1919.

The Social Democrats did not obtain an absolute majority in the recent elections.

FAR EASTERN CABLE NEWS.

(THROUGH RAUTER'S AGENCY.)

THE NEW SINO-AMERICAN TREATY

WASHINGTON, October 23rd.

The State Department explains that the treaty concluded between the United States and China providing for graduated increases in Custom duties on imports to China of tobacco, sugar, spirits, and luxuries, instead of the present flat rate, is designed to effectuate as regards imports to China the revised tariffs recommended by the International Tariff Commission of Shanghai of 1918. These schedules were accepted by the other parties to the treaty in 1903, under which import duties to China were limited to 5 per cent. ad valorem.

A CORRECTION.

LONDON, October 22nd.

In yesterday's cable referring to the Sino-American Treaty, read "imports into China."

HELENA MAY INSTITUTE.

The Rev. G. J. Williams has returned from Canton, and will continue his address on "The Person of Jesus" at the Helena May Institute, this afternoon, at 5.30 p.m.

OUR LONDON LETTER

THE PUBLIC AND THE LABOUR CRISIS—OVER COAL.

THREATENED STRIKE FAILS TO CAUSE ALARM.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 16th.

It is a remarkable fact that in spite of the imminent danger of a coal strike, which would inevitably involve the stoppage of industrial undertakings all over the country, and cause untold misery and suffering, the public are apathetic. At another time this question would have aroused the keenest excitement. Perhaps it is that the country having gone through the horrors and the dangers of the war, capacity for emotion has become exhausted. After Armageddon even the threat of miners to down tools is unable to dismay.

Of course this attitude of the people has certain advantages. The temper which keeps a nation from panic, or from rising up to meet trouble half way, is just the equable temper which should see us safely through all our post-war difficulties. Many a time in our rough island story we have turned awkward corners simply because we have been able to keep calm in the face of danger to the commonwealth.

THE EXTREMISTS.

There is, however, one risk of a particularly grave character, which has to be considered—the risk that the active and highly organised minority of extremists who are at the bottom of Labour unrest might gather enough force to cause real mischief. In political movements a well-organised minority has been known to dominate the actions of a disorganised multitude, and moderate men have had to look on helplessly while the revolutionaries set the pace.

Fortunately in the present crisis the country is behind the Government. The temper of the people is such that if the Prime Minister were to appeal for support at a General Election the Coalition would be returned without any doubt whatever. The Trade Union leaders know this well enough, and they are quite enough to realise that their defeat on a first-class issue like the nationalisation of the mines would be a serious blow to Labour as a political factor.

ULTIMATE AIMS.

Meanwhile, the general body of citizens perceive what are the ultimate aims of the men who are engineering these incessant upheavals among the workers. Either blindly like fanatics, or some of them are, or by design, these extremists are striving to give effect to the scheme of international revolutionaries. This much is well-known and understood. And there is confirmation of it in the disclosures this week that the *Daily Herald* has received £75,000 for propaganda from the Bolsheviks. The paper admits the fact, although a couple of weeks ago the charge was positively and specifically denied.

Whatever the British workers may desire they certainly do not want to submerge their country in the chaos which has overwhelmed Russia. There is a growing suspicion among them that they are being fooled. On the question of the coal strike it is significant that a quarter of a million miners voted against a stoppage.

The air mail service between here and the Continent is now well-established. Any Post Office will accept letters, postcards, printed papers, commercial papers and samples, whether registered or unregistered, for transmission by air. The charges are as for ordinary postage in addition to an air fee of 2d. per oz. for Paris or Brussels, and 3d. for Amsterdam. For a further 6d. per packet, delivery by express messenger is ensured.

Correspondence posted in London in the morning is delivered in Paris in the afternoon. If it is sent by the afternoon service it can be delivered the same evening on the express rate being paid. Brussels delivery takes place in the afternoon, and express packets for Amsterdam, The Hague, and Rotterdam are delivered the same day as posted. This rapid transmission of mail matter enables firms in London to effect considerable economy in telegrams. This week I heard of a business house with connections in Holland where the saving is at the rate of £100 per annum.

There is, further, the interesting point that correspondences which miss the Thursday evening mails for Egypt, Aden, India, Straits Settlements, Hongkong and China will secure the connection if posted by air mail from London to Paris on Friday morning.

Announcement is made that "Cox's" are proposing to migrate to new premises of a palatial character, and that the site of the present office is to be sold. The famous firm of Army agents began business in quite a small way in the unpretentious building at the Charing Cross end of Whitehall which is known to British officers all over the world. Their operations were at first confined to the collection and disbursement of officers' pay, but after the South African war the business began to expand.

When the European war broke out the business increased a thousand-fold, and in order to cope with it the historic Harrington House in Brays Court was taken over. These premises were sufficient for the emergency, but are unsuitable for permanent offices. Now they are to be disposed of, and the firm are going to find a home at the corner of Pall Mall and Waterloo Place.

AN INGENUOUS DODGE.

An engineering friend tells me of an ingenious method which has been adopted by an electric-lighting company in laying underground cables. Pipes were laid down under the streets with manholes at intervals in the usual way, and when the cable was to be drawn in a man stood in one manhole with two traps, or cages, one of which contained a rat and the other a ferret. A second man was at the next manhole.

When everything was ready the first man liberated the rat into the pipe. A few seconds later he released the ferret, fitted with a light set of harness to which was attached a thin string. As the rat and ferret came out at the next manhole they were severally caught. The string drawn through by the ferret was then utilised to draw a rope, and this in turn was used to draw the cable through.

THE IRISH DRAMA.

Strange stories of what is happening in Ireland are contained in private letters. A good many things that reveal the almost incredible state of things never get into print. Here is a typical case in point.

After the murder of five policemen near Ballaghaderreen, Co. Roscommon, which was duly reported in the Press, one of the assassins was shot dead. The attacking Sinn Feiners immediately formed a guard over the body and refused to give it up to the troops that soon arrived on the scene. Gradually more troops appeared, being rushed up on motor lorries, but bands of armed Sinn Feiners also appeared, though how they were summoned instantly from all over a wide district is a mystery. It looked as though a pitched battle would be fought over the corpse in the roadway, but happily several local priests arrived and induced the officer in charge of the military to give up the body, which he had claimed for a Coroner's inquest.

The sequel to this was on the following night when police and military raided Ballaghaderreen and burnt down the drapery premises of Mr. Martin Fitzgerald, who happens to be the chief shareholder in the Dublin *Freeman's Journal*, doing damage estimated at £70,000.

LIKE A FILM STORY.

The story is very like a film drama. There is a midnight attack, the police being unprepared, the shooting, the swift gathering of reinforcements on either side prepared to fight for the possession of the body in the road, and then as a climax the infiltration of the priests. The subsequent attack on the drapery store as an act of revenge is just the touch that places the melodrama outside the range and scope of a cinema play, and makes it political—and Irish.

WAR ON RICKLESS MOTORISTS.

The change in the attitude of the police towards motorists is hailed with satisfaction. Police "traps" on safe stretches of country roads in order to catch motorists exceeding the speed limit was in practice merely a snatched interference seeing that the reckless driver who was a danger to himself and everybody else was allowed to escape attention in busy streets.

In future the police plan is to ignore the speed limit where fast travelling causes no danger to the public. Instead, safety is to be the prime consideration. It is believed that the new policy will enlist all the best type of drivers on the side of authority. The vast majority of motorists desire to maintain the amenities of the road, and nobody detests the "road hog" more than they. The really objectionable people are in a minority and it has been well said that the most effective way to deal with them is to create such a healthy public opinion that they must conform to good manners or find themselves ostracised.

—H.B.

Writing in the *London Morning Post* recently, a contributor states: "A minor, doctored 'big game' was played one day last week, and, after glancing round at the motor cars, pointed at one which was marked for sale and asked what the price was. He was told that it was £200. 'I'll have it,' was all he said, and putting his hand in his pocket he pulled out a great packet of five-pound notes. He found he had only £200 on him. He promised to send on the ten pounds that were owing, and getting into the car, he drove off."

A MINER'S EXPERIENCE.

WAGES AND SLACKNESS.

A working miner states:—Two years ago I was a clerk at £2 10s. a week, married, and with a family. Life on £2 10s. was very narrow and mean. It appeared to me that up to a point a man who was willing to take his coat off could earn more money than by keeping it on. I determined to take mine off.

I obtained employment at a colliery as a pumpman. A gratifying improvement at once took place. I received £3 10s. 8d. a week, under the last Government award advanced to £4 8s. 6d., and my house coal supplied at the rate of from 3s. to 11s. per ton. I hesitated before becoming a miner, and was very nervous for some time after, and my muscles, unused to manual labour had to take a severe grueling, but I have won through and those things trouble me no more.

The miner's lot is a hard one, and personally, only the financial attractiveness, or a sense of public duty, would ever induce me to accept it. It is admittedly perilous work, with a high death and accident rate. The miner is shut away from the fresh air and God's sunshine for seven hours a day. I had not been at my new employment long before it was forced on my observation that an excessive amount of idling took place, amounting to almost a positive scandal.

I have worked on both the night and the day shifts. The slacking evil is not quite so acute on the day shift owing to stricter supervision. On the night shift, the first hour goes by without anyone doing a stroke of work, and in the last hour of the shift the tale is the same. The first hour, rarely, would anyone be found working. An interval for food is, of course, necessary, this would generally absorb another hour. Those who are really working any longer than four hours out of the shift are very few. Much the same takes place on the day shift, but not to quite the same extent.

My responsibility as a pumpman is to keep water out of a district in order that colliers may have a fairly dry working. Colliers may make a general distinction to work, but the colliers, by not "keeping water down," hence the colliers, instead of doing their own work of heaving the coal, have to desist in order to get their working-places clear of water which has accumulated through our inaction. I have ventured to remonstrate, but I was told "It doesn't matter what we do, we only get the same wages, whether we do little or much," and "You mustn't kill yourself."

The miner's case for an advance of wages is justified up to the hilt, both on the grounds of a substantial rise in the cost of living, since the last advance, and another rise foreshadowed for the winter, and also in connexion with what has been awarded to others, notably the dockers. The docker has been awarded a minimum of 16s. a day to meet the cost of living. The miner's minimum is 14s. 9d. a day. Surely the miner with the added risks and hardships of his calling is entitled to the same payment.

It is necessary here to state the distinction between a miner and a collier. Miners are men engaged in underground transport and general maintenance and repair work, and handling the coal on its reaching the surface. A collier is a man actually heaving the coal. In round figures, miners are only one-third of the total number employed, and generally work on piece-rates. The remaining two-thirds, colliers, in what is called "a good place," may earn from £7 10s. a week up to £11 in "a bad place," he will be on the collier's minimum, 17s. 8d. a day. His position is liable to constant change. He may be in a good place for a few months and then go to a bad place, and vice versa. The wage claim then has the greatest effect on day-wage men.

The wage claim is a just and equitable one, but in the interests of the community, whose welfare they profess sincerely to consider, and the retention of our place in the world's markets, a very much more adequate return should be given in exchange for the wages paid. That something is very seriously wrong is abundantly evidenced by the information disclosed, that, comparing 1919 with 1912, 70,000 more men are engaged in and around mines, but 40,000,000 tons less coal is raised compared with 1912.

What are the causes and what are the remedies? These questions should be thoroughly thrashed out in the negotiations that will take place. The Federation leaders, who are men who worked in their mining days much harder for much less money than present-day miners are willing to do or accept should join hands with the Ministry of Labour in a vigorous and powerful campaign of propaganda and publicity with the object of raising output. Factories, causing decline in output are excessive devotion to sport and amusement, charrabanc outings, drink, and persistent absenteeism for trivial reasons, usually by the same young unmarried miners. On a recent Friday the attendance at the pit where I am employed was 438, the next day 363. Out of the 75 men absent, probably only 25 could have given satisfactory reasons.

PEACE CUSTOM REVIVED.

CONSTANTINOPLE, August 26th. Yesterday an ancient Byzantine custom by which a representative of the Sovereign solemnly announced the conclusion of a victorious peace to the head of the Orthodox Church, was revived. The Greek High Commissioner at Constantinople, accompanied by his staff, entered the Phanar (the chief Greek quarter at Stamboul, where the patriarchate is situated), and on behalf of the King of the Hellenes announced the conclusion of peace with Turkey to the acting Patriarch and the principal clergy, at the door above which the Patriarch Gregorius was hanged by the Turks in 1691.

SMUGGLING WHISKY INTO THE U.S.

20 135. A QUART.

A correspondent writes to *The Times*:—On the Canadian frontier at Windsor, across the river from the city of Detroit, an enormous traffic in liquor has been going on for the last seven months.

Money has been flowing freely and fortunes have even been built up in the short space of a few months by those who have been ready to facilitate the transport of whisky and other forbidden beverages across the water into Michigan. The city of Windsor, too, has been among the profiteers from this trade, for from the first of the year up to the beginning of August it had collected the sum of \$208,500 (\$24,800) by way of fines from those found illegally in the possession of liquor.

A cottage on the river front, a touring car, or a bank account of \$3,000 (\$1,200) are some of the tempting baits which have been held out to those willing to engage in the work. These, we are told, are but average offers, and it is not to be wondered at that the good people of Essex County, Ontario, have succumbed to the prospect of such easily-earned wealth. Among those who have been recently arrested on a charge of violating the Ontario Temperance Act is the worthy mayor of the town of Amherstburg, a small place on the River Detroit within a few minutes' sail from the United States. The disappearance of 115 cases of whisky from the mayor's possession is the basis of the charge.

Although Ontario is "dry," it is not yet "bone dry," and private persons are allowed to secure liquor for their personal use. The violation of the licence officials, therefore, falls on those who are purchasing large quantities. Recently a woman had sent to her 20 cases of whisky. She had bought 40 cases and nine barrels since January 1st. When brought before the inspector she claimed that she had consumed the whole 40 cases drinking as much as five quarts a day. But her word was doubted and the 20 new cases confiscated by the Government.

Once the liquor has been purchased and brought in safely to Windsor or some other town on the frontier, there arises the problem of getting it across the river. This is generally done by night. Those who have liquor for sale wait in hiding like Indians among the trees on the bank of the river. By the waving of pocket torches they signal to the "rum-runners" who are coasting up and down the river awaiting the signal. Then there is haggling on shore, and the treasures are brought forth from their place of concealment and transported across into the United States.

These are known as the "little fellows." There are those who carry out the operation on a vastly larger scale. They have their brokers, who pass in and out among the people on the Canadian side and find out how much whisky can be secured. Then they arrive with their large cars or trucks, in which the liquor is taken to the river-side, where a launch is waiting in some dark and lonely spot to carry it over. An elaborate system of signals has been worked out to indicate to the drivers of the trucks that the coast is clear before they approach.

The landing on the American side is another problem, but is declared by those in the business to be a "easy matter." "It's easy," said one. "You know, we have places assigned to us along the docks down the river a bit. One of our fellows objected to landing under a street lamp, but we told him to go ahead. When he landed the light was out."

In Detroit liquor can be easily purchased, and in every big office building and hotel a few quarts can be secured in a few minutes and a case can be had within an hour's time. An average price for a quart of Canadian whisky is \$15 (\$3 15s.).

As to the quality, the more reliable "boot-leggers" supply the "real stuff," but there are the less scrupulous, who make three cases out of two, and have their own labels and revenue stamps, which they attach to their new brand.

THE CORONATION STONE.

A GEOLOGIST'S COMMENT.

VICARAGE, Bryce writes to *The Times*:—The question has often been raised as to the place whence came that famous relic of antiquity, the Coronation Stone, which was brought from Stone, the old Pictish capital, to Westminster by King Edward I. in A.D. 1296.

Desiring to throw some light, if possible, upon this question, having obtained permission many years ago from the Dean of Westminster to inspect the stone, I examined it carefully along with an eminent mineralogist, who was good enough to accompany me. We compared it—it is a block of greyish, slightly reddish sandstone—with pieces of sandstone rock which I had procured from Stone, and with other pieces from Dunstaffnage, on Loch Etive, in Argyllshire, whence (according to a Scottish legend) it was brought, as Stone by Kenneth MacAlpin, the Scotch King, who succeeded to the kingdom of the Picts. It proved to be of a rock different from any of these specimens, and was presumably either brought by men's hands, or carried there by a glacier or an iceberg. The field of conjecture as to its origin is still open; there are many parts of Scotland through which it may have come. The remarkable passage quoted by our correspondent from Dante (*Paradiso* XIX.) regarding the strife of Englishmen and Scotsmen was probably written soon after the battle of Bannockburn (1314), when the wars of Scots and English had lasted for nearly twenty years. Dante finished the *Paradiso* in his later years, and died in 1321.

It was stated at the Kingston court that a motorist offender was unable to attend owing to a cold. Sir George, perhaps, the rummage gave him that.

NOTICES TO CONSIGNEES

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES

S.S. "WEST JESSUP" From SEATTLE

THE Steamship

"WEST JESSUP"

having arrived from Seattle via ports of Oct. 19th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 28th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 28th, 1920, will be subject to rent. Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents for Div. of Ops.
U.S. Shipping Board,
Emergency Fleet Corporation,
12, Des Voeux Road, Central,
Hongkong, October 26th, 1920. [1659]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES

S.S. "WOONSOCKET" From BALTIMORE

THE Steamship

"WOONSOCKET"

having arrived from Baltimore via ports on Oct. 21st, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 27th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after Oct. 28th, 1920, will be subject to rent. Consignees are requested to send in their Bills of Lading for countersignature immediately.

GREEN STAR S.S. CORPORATION,
By STRUTHERS & DIXON, INC. Agents,
12, Des Voeux Road, Central,
Hongkong, October 21st, 1920. [1660]

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES

S.S. "COLORADO SPRINGS" From SAN FRANCISCO

THE Steamship

"COLORADO SPRINGS"

having arrived from San Francisco via ports on Oct. 24th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on October 28th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 31st, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents for Div. of Ops.

U.S. Shipping Board,

EMERGENCY FLEET CORPORATION,

12, Des Voeux Road, Central,

Hongkong, October 24th, 1920. [1676]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NELLORE"

Arrived Hongkong, on Oct. 23rd, 1920.

From ANTWERP, LONDON, GIBRALTAR,

MARSEILLES, PORT SAID, COLOMBO,

AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed in tanks in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 31st, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Carmichael & Clarke, at 10 a.m. on Monday and Tuesday.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, October 15th, 1920. [1674]

Williams' Shaving Soaps

Whether it be Williams' stick or cream that you prefer, you will find the same inimitable qualities in both.

That soft, rich lather which lasts until you have gone over all your face, will make your daily shave a pleasure.

For hot climates, when the skin is tender or rough, Williams' is indispensable.



At all Chemists
and Barbers.

J. B. WILLIAMS CO., Glastonbury, Conn., U. S. A.

Agents: MULLER AND PHIPPS (Asia) LIMITED,
Hongkong. [1614]

HORLICK'S MALTED MILK

Part full cream milk, enriched with choice malted barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.



A refreshing and sustaining beverage, ready in an instant by the addition of hot or cold water only. No cooking. Nourishing and convenient.

MADE BY ALL CHEMISTS AND STORES.

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SLOUGH, BUCKS., ENGLAND.

ASAHI BEER



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MITSU BUSSAN KAISHA

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Gabardine SHOWERSHOOTS. Well cut. Tastefully checked. \$15.12

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Man's Taffeta COLLAR. \$1.75

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Send that Postcard NOW or you may forget it.

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GIRL'S ADVENTURE
TEN DAYS IN HOLE WITH WATER UP TO WAIST.

Few women have suffered so much for joy as Miss Jean Tucker, of Portsmouth, England. She is only 22 years of age.

After spending ten days in a black hole, 4ft. by 6ft., in the extreme bow of the American liner Philadelphia, she was drawn up through a manhole.

Miss Tucker, who was covered with grime and suffering excruciating pain from rheumatism, was then too weak to stand. During the dreadful days of her experience the woman, who was named in man's overalls, was up to her waist in water. Rats swarmed over her, when she was overcome by illness and weariness, and tried to eat.

Whenever the ship rolled she was dashed from side to side of her prison, suffering, moreover, the agonies of seasickness. The only air which came to her was through a locker overhead in which potatoes had been stored.

When passed to her.

Of food and drink she had as much as she could take, as it was passed down to her by a stoker, for whose sake she had hidden herself while the ship was lying at Southampton.

Once, she said, she had given herself and the Philadelphia up for lost. This was when a shock as of a collision against a low-plat beside her threw her off her feet. The noise was repeated several times, and she concluded that the liner had struck a rock and was pounding upon it.

The officers understood at once that she had heard a whale into which the ship had run, as it failed the bow with its great tail until it was released when the liner was backed away from it.

HOW SHE WAS FOUND.

It was through the actions of the girl's stoker sweetheart, Edward Manning, who is alleged to have smuggled her aboard, and of one of his mates, James Fallon, that she was discovered by the officers.

Women stowaway passengers had complained of the loss of clothing and various articles. On Monday night, many hours after the ship had been docked, Manning was noticed on deck with a bundle of women's clothes.

While the officers were questioning him, the heard servants below in the bow of the ship, and rushing to the main deck, caught Fallon.

The two stokers were locked in the brig for the night when removed to the Tombs Prison by the police, pending their arraignment on a charge of violating the law by attempting to smuggle an alien in the country. Manning is said to be an American citizen.

After receiving medical attention, Miss Tucker was sent to the immigration station at Ellis Island, where she is detained.

She said she had been induced to undertake the adventure because Manning had threatened to commit suicide if she would not come to New York and marry him.

ST. OSYTH'S PRIORY FOR SALE

THE OLD "INNS."

"Regenerate, strong in her second youth and beautiful," St. Osyth's Priory may fairly be described as one of the finest really old houses now in the market.

Centuries have passed lightly over the Priory, for its design and construction embody the best work of a time when building was a labour of love. In all probability it rose slowly, for hints are not easily wrought, into the geometrical regularity that gives St. Osyth's an unmatched beauty.

Residentially few houses of such antiquity are of equal merit, for it has had careful owners, and to-day it is in perfect harmony with the most exacting modern ideals.

Surrounding the Priory are 335 acres, including the park with its avenue of limes, chestnuts, and beeches, lawns, sunk gardens, and rockeries. The property is 12 miles from Colchester, close to the coast, so that it appeals alike to the sportsman and the antiquary.

Messrs. Bidwell and Sons (Cambridge) will offer St. Osyth's Priory for sale next month (says the Times of September 8th), on behalf of Mrs. M. B. Cowley, unless, as is quite likely, an acceptable private offer is made in the meanwhile.

The Cloisters, near Newbury, will be sold in that town on October 14th by Messrs. Simmonds and Sons (Henley-on-Thames). The house contains 26 rooms designed for use as a school, and a full range of bath rooms and other fittings for institutional purposes.

OLD INNS OF CHANCERY.

In connection with the forthcoming sale of Clifford's Inn, by Messrs. Edwin Fox, Burnet, and Baddley (Abchurch-lane), it may be worth while to mention the other Inns of Chancery. Thavie's, as old writers link it and rightly, for it was named after John Thavie, was sold as long ago as 1771.

Furnival's Inn, where Dickens lived until 1837, is merged in the site of the offices of the Prudential Assurance Company. Barnard's Inn, on the opposite side of Holborn Bars, was sold in 1881, and the hall is now the dining hall of the Mercers' School, the rest of the site being used as a playground and for the fine modern school buildings. Staple Inn, almost adjoining, adds an exquisite old garden to the ancient quietude which makes it a delightful and little-known resting-place for anyone who turns out of the din of Holborn; Clement's Inn and New Inn were swept away for the Aldwych improvement; Lyon's Inn, never important, but notorious, its decline was sold in 1863. It was the residence of one whose fate was recorded in a ballad:

They cut his throat from ear to ear,
His brains they battered in;
His name was Mr. William Weare,
He lived in Lyon's Inn.

Thurtell, the "amateur," as De Quincey called him, who killed Weare, excused himself on the ground that the latter had cheated him at cards in Lyon's Inn. The site of Lyon's Inn is now again being excavated for the buildings which will rise where the old Globe and Opera Comique stood.



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Kashima Hotel	Maebashi	Kanaya Hotel	Imperial Hotel
Kanaya	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mitsui Hotel	Miyajima	Osaka	Tokiji Seiyoken Hotel
Kobe	Miyajima Hotel	Osaka Hotel	Yokohama
Oriental Hotel	Miyajima	Shimonoseki	Grand Hotel
Ten Hotel	Fuji Hotel	San-yo Hotel	

IN TAIWAN (FORMOSA)

Taipei - Taiwan Railway Hotel

IN CHOSON

Keijo (Seoul)	Changchun	Hotel (Mukden)
Chosen Hotel	Yamato Hotel	Yamato Hotel
Fusan	Dairen	Ryugyu (Port Arthur)
Fusan Station Hotel	Tamato Hotel	Yamato Hotel
Shanghai	Hokkaido	
Shanghai Station Hotel	Yamato Hotel	

IN MANCHURIA

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Apply for literature and information to:

Office of JAPAN TOURIST BUREAU,

Tokyo, Yokohama, Kobe, Nagasaki, etc.

Office of TROS. COOK & SON,

SECRETARY OF THE ASSOCIATION,

c/o Traffic Bureau, Department of Railways, Tokyo.

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SIMPLICITY-RELIABILITY-ECONOMY

A STANDARD SERIES FOR WORKING ON CRUDE

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

USE FROM

100 H.P. VICKERS-PETTER

SEMI-DIESEL LAND TYPE ENGINE

10 TO 450 H.P.

For further particulars apply to-

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AND

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Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

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S.S. "PERSIA" ... sailing about 6th December.

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S.S. "HOKUTO MARU" ... sailing on 6th Nov.

For JAVA.

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Agents.

110

N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.TOYAMAJIMARU ... Monday, 15th Nov., at 11 a.m.
TOYOHASEI MARU ... Friday, 26th Nov., at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.
KATORI MARU ... Tuesday, 28th Dec., at 11 a.m.**LONDON & ANTWERP** via Singapore, Penang, Colombo, Suez.
Port Said and Marseilles.SADO MARU ... Friday, 29th Oct., at 11 a.m.
KITANO MARU ... Friday, 19th Nov., at 11 a.m.
INABA MARU ... Friday, 26th Nov., at 11 a.m.**HAMBURG, LONDON & ROTTERDAM** via Suez.

DAKAR MARU sailing from Singapore ... Friday, 19th November.

LIMA MARU sailing from Singapore ... Monday, 13th December.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore ... End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday.

Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

NEW YORK via Suez.

TEUYAMA MARU ... Saturday, 13th Nov.

SOUTH AMERICAN PORTS via CAPE.

HAKODATE MARU sailing from Singapore ... Beginning of Dec.

BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Thursday, 28th October.

CALCUTTA & RANGOON via Singapore & Penang.

SHINSEI MARU ... Thursday, 4th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI KORE & YOKOHAMA.

BOMBAY MARU ... Wednesday, 27th October.

TOBA MARU ... Thursday, 28th Oct.

RAMO MARU ... Saturday, 20th Oct., at 11 a.m.

TAIAN MARU ... Sunday, 7th November.

For further information apply to:- **NIPPON YUSEN KAISHA.**

S. YASUDA, Manager.

Telephone Nos. 293 & 294.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,000 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Oct. 31st. Dec. 4th. Nov. 6th.

An unsurpassed high-class passenger service.

O. T. SURBRIDGE, Acting Freight and Passenger Agent.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

MR. LLOYD GEORGE AND MR. MACSWINEY.

INTERVIEW WITH THE PREMIER.

In an interview granted to a representative of the *Daily Chronicle* on September 26th, Mr. Lloyd George reaffirmed the Cabinet's intention not to release the Sinn Féin hunger strikers.

The following is an extract from the report of the interview:-

Whatever may be thought of their views and capacities, they are not an inhuman body of men; and Mr. Lloyd George has never been suspected of unbending rigour and lack of sentiment.

It is not one, but many lives that are at stake in this emergency; many armed menaces eclipse the occasion for an individual act of pity.

FATH OF DUTY.

"I have watched this case with pain," Mr. Lloyd George said, as we tramped the little terrace outside the long room where the Cabinet met.

"But pain must not obscure duty. The picture of the British Government 'doing to death' an ardent patriot in a British gaol has no relation to the facts of the case."

"Everything that can be done has been done to induce Mr. MacSwiney to take food. He is deliberately committing suicide in a way we are powerless to prevent."

To release him would be to aggravate a problem which is already far graver than the fate of any individual.

80 DEVOTED MEN SLAIN.

"For there is no doubt at all of the disastrous effect it would have upon all those in Ireland who are engaged in the effort to restore order."

"There is no doubt that the organisation in which Mr. MacSwiney held a very important position and took a leading part—that of brigadier—was actively concerned in the work of murder by which more than 80 devoted men of the Irish forces, many of them ex-soldiers, have been slain, and twice as many have suffered serious injury."

"We have positive proof that the so-called Irish Republican Army, and the particular brigade of it to which Mr. MacSwiney was attached, was concerned in these murders and attempts to murder."

"Papers signed by some of its own commandants have come into the hands of our officials."

LIGHT ON CORK MURDER.

"Either, then, we must hand the South of Ireland over to something calling itself a Republican Army, and leave the North of Ireland to fight it out without intervention, or we must protect the men who are defending the flag."

"All I hear makes it clearer to me that this murder conspiracy is organised by a small body of men who are terrorising the large mass of Irishmen."

"Some intelligent Irish Nationalists go just as much in fear of their lives as the Unionists; and our information is that Mr. MacSwiney's predecessor was murdered by this very gang because he would not fall in with their plans."

"We cannot bow."

"Yes—it is an irony that the responsibility of this crisis should fall on one who has believed so long and firmly in the Celtic nationalities, in their power of making a special effort of their own to the strength of our Empire of many races, a man of a little Celtic land where the national feeling is as intense as anywhere in the Empire."

"But campaigns of murder never have succeeded and never will succeed in advancing any great political cause. To this campaign we cannot and will not bow."

JAPANESE MILITARISM IN JUDICIAL PROCEEDINGS.

REMARKABLE STATEMENT BY A LAWYER.

A Benter message from Japan says:-

Dr. Hanai, who perhaps was the most powerful factor in securing the wholesale acquittal of the Koreans who, in the famous case of 1912, were charged with conspiracy to assassinate Governor-General Terauchi, is pleading on behalf of Mr. Kiuchi, ex-Governor of Kyoto, in the bribery case now proceeding.

A careful analysis of the whole case by Dr. Hanai demonstrated the fact that the Japanese Public Prosecutor possesses the power of arresting citizens upon the slightest evidence, such as anonymous letters, and of subjecting arrested citizens to the merciless process of a prolonged secret examination, in which the defendants are not allowed to call in the assistance of counsel.

Even prominent men like Mr. Kiuchi, who is a member of the House of Peers, and a brother-in-law of Viscount Kato, are powerless in the hands of the prosecutor.

Dr. Hanai characterized the whole case as "a great fiction, of which the Public Prosecutor was the author." Dr. Hanai also characterized the action of the Public Prosecutor in the present case as "Militarism in judicial proceedings."

THE CHINESE CABINET.

THE BUSINESS OF A SITTING.

At a Cabinet meeting at Peking last week the following business was transacted:-

A sum of ten thousand dollars was voted for the funeral expenses of the late General Li Hsun, and Mr. Pan Fu was also appointed to go to Hankow to offer sacrifices on behalf of the Government.

The proposal for the restoration of the official system which was in vogue in the first year of the republic for the Ministry of Education was next passed.

At the instance of the Ministries of the Interior and Finance, a resolution was adopted that 50 per cent. of the monthly salary of the officials serving in these two Ministries should be deducted for a period of three months for relief work.

The recommendation submitted by the Ministry of Education that the Qing Yu Ku, a song composed by Emperor Yu Shen about four thousand years ago, should be adopted as the National Anthem of the Republic was also accepted.

Several official appointments were also confirmed.

NOTICES TO CONSIGNEES.

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON AND STRAITS.

The Steamship "REVENUE"

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th Oct., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Oct., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, McINTOSH & Co. Ltd., Agents.

Hongkong, October 21st, 1920. 1688

S.S. "CORDILLERE"

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from MARSEILLE are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Oct. 31st, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Nov. 3rd, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Monday, Nov. 1st, at 10 A.M.

No Fire Insurance has been effected. R. BODENFUSER, Acting Agent.

Hongkong, October 25th, 1920. 1683

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS Etc.

THE Steamship

"VOGTLAND"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Nov. 2nd, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Nov. 2nd, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 26th, 1920. 1684

APIOLINE

(CAPOTEAUT)

For functional troubles, dizziness, pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to Turkey, St. John's and other royal.

CAPOTEAUT, 8, rue Vienne, Paris.

Sole Importers, Hongkong.

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For functional troubles, dizziness, pain and those irregularities peculiar to the sex.

Prescribed by the highest French medical authorities and superior to Turkey, St. John's and other royal.

CAPOTEAUT, 8, rue Vienne, Paris.

Sole Importers, Hongkong.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 26th.

Previous On Date On Date

Barometer ... 30.11 30.06 29.69

Temperature ... 78 69 70

Humidity ... 53 77 57

Wind Direction ... ESE NE E

Force ... 3 1 2

Weather ... b b b

Rain ... b b b

Highest open-air Temperature on 25th ... 78

Lowest open-air Temperature on 29th ... 69

SUNRISE AND SUNSET, IN HONGKONG.

Date ... Sunrise ... Sunset

October ... 7 ... 5.50

" 28 ... 6.28 5.48

" 29 ... 6.28 5.48

" 30 ... 6.28 5.47

" 31 ... 6.27 5.46

November 1 ... 6.28 5.46

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED**

SAILINGS SUBJECT TO ALTERATION

SHANGHAI ... "WINGSANG" ... Thurs. 28th Oct. Noon

HAIPHONG via HOIHOW ... "LOKSANG" ... Thurs. 28th Oct. 8 a.m.

SINGAPORE & PENANG ... "FOOSHING" ... Fri. 28th Oct. 2 p.m.

KORE ... "NAMSANG" ... Fri. 28th Oct. 3 p.m.

MANILA ... "LOONGSANG" ... Fri. 28th Oct. 3 p.m.

SHANGHAI ... "HOESANG" ... Fri. 28th Oct. 3 p.m.

STRAITS & CALCUTTA ... "LAISANG" ... Fri. 28th Oct. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Suez and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

A weekly service is maintained with Manila by vessels with good passenger accommodation, calling at both ports every Friday.

Sailings approximately weekly for passengers and cargo, calling at Batavia when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 211

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS—CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Leaves Hongkong ... Discharges

"VOGTLAND" ... 28th Oct. ... 28th Oct.

"GLENGLIDE" ... 12th Nov. ... 12th Nov.

"GLENSHANE" ... 28th Nov. ... 28th Nov.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges

"FEMERKESHIRE" ... about 28th Oct. ... GLEN & LONDON.

"GLENIFFER" ... 3rd Nov. ... GLEN & LONDON & ROTTERDAM.

"GLENSHANE" ... 28th Nov. ... GLEN & LONDON & ROTTERDAM.

"GLENGLIDE" ... Middle of Dec. ... GLEN & LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 21 sub 5 or 21.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... 120,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUHARA

Managing Director: Mr. MATSUYAMA

(The Company has on hand a Large Number of)

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Freight and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS

October 26th.

Shing, British str., 1,296 tons, Capt. Van Cortlandt, from Canton, with a general cargo.—J. M. & Co.

Sang, British str., 1,421 tons, Capt. Walker, from Canton, with a general cargo.—J. M. & Co.

Robertson, from Passaic, with a cargo of sugar.—J. M. & Co.

Angara, Japanese str., 3,089 tons, Capt. Imai, from Singapore, with a general cargo.—O.S.K.

Byron, British str., 1,143 tons, Captain Byron, from Canton, in ballast.—B. & S.

Wangtshu, Chinese str., 1,334 tons, Capt. Shewars, from Canton, with a general cargo.—C.S.N.C.

Loiung, British str., 2,225 tons, Capt. Mooney, from Kobe, with a general cargo.—M. & Co.

Pelau, British str., 4,000 tons, Captain Raymond, from Shanghai, with a general cargo.—B. & S.

Shan, Chinese str., 2,135 tons, Capt. Leung San Kong, from Kwong Chow, with a general cargo.—Wai Yee.

Takada, British str., 4,231 tons, Captain Harvey, from Calcutta, with a general cargo.—M. M. & Co.

Wijanusa, Dutch str., 2,414 tons, Captain Blankert, from Munich, with a cargo of cargo.—J.C.D.L.

Yagland, British str., 6,777 tons, Capt. Beck, D.S.O., from London, with a general cargo.—J. M. & Co.

CLEARANCES

October 26th.

Chong Shing, for Tientsin.

Choy Sang, for Shanghai.

Dyke, for Haiphong.

Hui Hong, for Foochow.

Pelau, for Liverpool.

Prosper, for Saigon.

Shan, for Macao.

Takada, for Nanchang.

Yennan, for Nanchang.

PASSENGERS

ARRIVALS.

Per s.s. Takada, on October 26th:—Col. McEath, Miss W. Walker, Mr. P. Sullivan, Mr. P. Wickham, Mr. F. Shearer, Mr. H. Treudo, Mr. E. Hyatt, Mr. K. Oviak, Mr. C. Olsen, Mr. J. MacPherson, Mr. G. Peterson, Mr. A. Wickham, Mr. J. Johnson, Mr. A. Laus, Mr. Erickson, Mr. C. O. Anderson, Mr. J. Gmelin, Miss A. von Harting, Miss K. Heyman, Mr. Crothwaite, Mr. and Mrs. Lobman, and Mr. E. Amus.

DEPARTURES

Per s.s. Montague, on October 26th:—Mr. and Mrs. C. T. Bowring, Miss T. A. Bell, Mrs. Geo. E. Costello, Mr. S. E. Cornish, Mr. D. L. Evans, Mr. B. W. Gregg, Mrs. H. Farmer, Mr. and Mrs. C. M. B. Joly, Hon. Mr. John Johnstone, Mr. E. Siehart, and Dr. G. Thomas.

SHIPPING MOVEMENTS

The E. and A. Co.'s s.s. Kanouwa left Sydney for Hongkong with the Australian mail, and is due here on November 10th.

The N.Y.E. s.s. Sado Maru (European line) left Singapore for this port on Oct. 25th, and is expected here on Oct. 28th.

The B.M.S. Empress of Russia arrived at Nagasaki on October 25th, left there on October 26th, and is due at Kobe to-day.

The s.s. Nanking will sail for San Francisco, via Shanghai, Yokohama, and Honolulu on Sunday, October 31st, at noon.

VESSELS EXPECTED

Atrua Maru (European line), due Nov. 29th.

Eastern, from Japan, due October 28th, about 4 p.m.

Empress of Japan, (due November 3rd).

Eyo Maru (European line), due November 14th.

Japan, due October 30th.

Kaslo Maru (Bombay line), from Japan, due October 27th.

Kamo Maru, (European line), due October 29th.

Pelau (Blue Funnel), homeward bound, due Oct. 28th.

Sado Maru (European line), from Japan, due October 28th.

Seigo Maru, due October 28th.

Somali, due November 3rd.

Toba Maru (Liverpool line), due October 27th.

Toyama Maru (American line), due Nov. 6th.

Tsuruga Maru (Hamburg line), due November 6th.

WEATHER REPORT

October 26th, at 11:42.—No return from Japan.

Pressure has decreased slightly to moderately at all stations reporting.

The anti-cyclone has moved to Japan and another anti-cyclone has developed over N. China.

Fresh monsoon will prevail along the China coast, and over the north part of China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 93.97 inches against an average of 80.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Forecast: (N.E. winds, moderate to fresh; fine.

Forecast: (The same as No. 1.

South coast of China between the same as Hongkong and Lamock. No. 1.

South coast of China between the same as Hongkong and Hainan. No. 1.

CHINA COAST METEOROLOGICAL REGISTER

OCTOBER 26th, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	8 a.m.	30.08	41				
Nemuro	8 a.m.						
Hakodate							
Kobe							
Kiushu							
Kagoshima							
Osaka							
Naha							
Ishigaki							
Bonin Island							
Wei-hai-wei	8 a.m.	30.14	64	83	SW	4	
Hankow							
Kiungking							
Changsha							
Shanghai							
Wuchow							
Yantai							
Amoy	8 a.m.	30.08	65	79	W	2	
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
Taihou							
Taipei							
Koehun							
Pescadore							
Canton							
Hongkong	30.07	69	77	NW	1		
Gap Rock							
Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
Yantai							
Amoy							
Singapore							
Swatow							
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Hongkong	30.07	69	77	NW	1		
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Maosao							
Wuchow	8 a.m.	30.08	65	85	NW	3	
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Singapore							
Swatow							
Taihou							

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

SS. "MONTROSE" ... 14th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Suez), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE. ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "CITY OF NAPLES" ... 14th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LTD.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
BEICHOWANG	"YUNYAN"	On 27th Oct. Dlight
SHANGHAI	"HUNAN"	On 27th Oct. 2 P.M.
SWATOW and SINGAPORE	"CHENGTO"	On 28th Oct. 10 A.M.
SHANGHAI	"SINKIANG"	On 28th Oct. Noon
WUHSUEH, CHENGTO & TIENTSIN	"KUEICHOW"	On 28th Oct. Dlight
SHANGHAI and SINGAPORE	"TEAN"	On 30th Oct. 4 P.M.
AMOI, SHANGHAI & FUKOW	"SHANTUNG"	On 2nd Nov. 4 P.M.
WUHSUEH, CHENGTO & TIENTSIN	"HUIHONG"	On 3rd Nov. 4 P.M.
SHANGHAI	"SUNNING"	On 4th Nov. Noon

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidsips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (weekly) and Tientsin (weekly), taking "Cargo" on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good 1st class accommodation for First-Class Passengers Electric Light and Fans in saloons and Saloons and excellent cuisine.

SWATOW, AMOI AND FOCHOW AND RETURN

(Occupying 9 to 10 Days)

SWATOW	On 27th Oct. at 12 Noon.
AMOI	On 28th Oct. at 12 Noon.
FOCHOW	On 29th Oct. at 12 Noon.

Arrival and Departure from the Company's Wharf (near Hake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.

LOS ANGELES-PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
SS. VINTA	Nov. 4th	SS. VINTA	Nov. 7th
SS. WEST HIKI	Nov. 20th	SS. WEST HIKI	Nov. 22nd

Through Bills of Lading to all U.S. and Canadian Overland Points No Transshipment en-route. Ship's connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Cal.
Branch Office—Kobe, Shanghai.

CHAS. E. HUGHARDSON

General Agent for South China

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,900	12th Nov.	Marseilles, London & Antwerp
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay
"WILLORE"	5,555	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	5,715	10th Dec.	do
"DRYANHA"	5,100	17th Dec.	do
"SICILIA"	5,705	31st Dec.	do
"FLASSY"	7,345	21st Jan. 1927	do

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 16th Nov. Calcutta via Spore, Pang & R.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	30th Oct.	Bandak, Thursday Island,
"KANOWNA"	7,700	29th Nov.	Cairns, Townsville, Brisbane,
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TAKADA"	7,000	27th Oct. Noon	Shanghai & Japan
"JAPAN"	6,000	1st Nov.	Shanghai & Japan
"DILWARA"	5,400	4th Nov.	Shanghai Only
"SOMALI"	5,700	4th Nov.	Shanghai & Japan
"KANOWNA"	7,000	14th Nov.	Japan direct

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Notice to Consignees. Consignees are requested to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Goods must be presented within 10 days of the steamer's arrival, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godown.

For Further Information, Freight, Freight, etc., apply to MACKINNON, MACKENZIE & CO., 21, Des Voeux Road Central, HONGKONG.

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For Further Information, Freight, Freight, etc., apply to MACKINNON, MACKENZIE & CO., 21, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDER LARU" Monday, 8th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARAKO MARU" Saturday, 30th Oct.

"SIAM MARU" Thursday, 18th Nov.

SAIGON, HONGKONG & SINGAPORE—Regular monthly service.

"SHIBUKAWA MARU" Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Seattle and Vancouver.

"AFRICA MARU" Wednesday, 10th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Canal Zone.

"HAGUE MARU" Saturday, 13th Nov.

NEW ORLEANS LINE—Beginning of Dec.

"SUMATRA MARU" Wednesday, 27th Oct.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokosuka.

"KAIJO MARU" Monday, 1st Nov.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" Monday, 1st Nov.

TAKAO via SWATOW & AMOI. "BOSHU MARU" Saturday, 30th Oct.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"KAIJO MARU"

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Rates, Cargo loaded through to all Australia, New Zealand & Tasmanian Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
TOYO MARU	22,000	Oct. 28th
SHIHO MARU	22,000	Nov. 12th
PERSEA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTO, ORE, BALBOA, CALLAO, MOLLEDO, ANICA & IQUITQUE.

Through by Trans-Pacific Route to BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHIHO MARU	14,000	Nov. 20th
TOKYO MARU (Cargo only)	17,500	Dec. 9th
KIYO MARU	17,500	Jan. 14th, 1927

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"CHILI" 10,000	On or about 18th Nov.
	"SEBASTIAN" 10,000	On or about 25th Nov.
	"ANDRE LEBON" 22,000	On or about 12th Nov.

MARSEILLE via SINGAPORE, COLOMBO, SUEZ, PORT SAID.

"PORTCHES" 10,000 On or about 10th Nov.

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER.

Acting Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER (calling at Seattle and Kobe).

"CITY OF SPOKANE" About Nov. 15th.

For PORTLAND direct.

"ABERDEEN" About Oct. 31st.

For NEW YORK.

"ELDERA" About Oct. 27th.

Through bills of lading issued to Oriented Ocean ports.

THE ADMIRAL LINE.

Telephone 207 & 208. Fifth Floor, HONG KONG.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "VENEZUELA" Nov. 2nd, 1926.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandou.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
U.S.A. and SHANGHAI	Yokohama	27th Oct.
JAPAN	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.
SHANGHAI	Yokohama	27th Oct.

OUTWARD MAILS.

For	Per	Date
Shanghai, N. China, and Japan via Moji	Havre	Wednesday 27th, 11.00 A.M.
Shanghai, N. China, and Japan via Kobe	Havre	Wednesday 27th, 11.00 A.M.
Shanghai and N. China	Havre	Wednesday 27th, 1.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.
Shanghai and N. China	Havre	Wednesday 27th, 5.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

"ATREUS"	16th Nov. London, Rotterdam & Antwerp.
"ELPENOR"	23rd Nov. London, Amsterdam & Hamburg.
"AGAPENOR"	1st Dec. London, Amsterdam & Antwerp.
"THESEUS"	7th Dec. London, Amsterdam & Hamburg.
"PYRRHUS"	21st Dec. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"IDOMENEUS"	1st Nov. Marseilles, Havre & Liverpool.
"TELEMON"	2nd Nov. Liverpool.
"ANTIOCHUS"	15th Nov. Genoa, Marseilles, L'pool, & Glasgow.
"TELEMACHUS"	30th Nov. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

"IXION"	16th Nov.
"TALTYBIUS"	7th Dec.
"TYNDAREUS"	30th Dec.

NEW YORK SERVICE

"TYDEUS"	7th Nov. via Suez.
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HOMeward PASSENGER SERVICE

"IDOMENEUS"	1st Nov. for Liverpool via Marseilles.
"PYRRHUS"	21st Dec. for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE, AGENTS.

1241

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital \$4,000,000
Surplus \$1,100,000

SHANGHAI	BRANCHES	MANILA
HANKOW	TIENTSIN	CHANGSHA
	CANTON	
	PEKING	

All Descriptions of banking business transacted.
Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN, Acting Manager.

1131

COMMERCIAL

OPENING QUOTATIONS.

October 27th.
On London—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 3 days sight
Bank Bills, at 1 month sight
Credit, at 1 month sight
Documentary Bills, at 1 month sight
On Paris—
Bank Bills, on demand
Credit, at 1 month sight
On New York—
Bank Bills, on demand
Credit, at 1 month sight
On Hongkong—
Telegraphic Transfer
Bank Bills, on demand
On Calcutta—
Telegraphic Transfer
Bank Bills, on demand
On Shanghai—
Bank Bills, at sight
Private 30 days sight
On Yokohama—
On demand
On Manila—
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On Singapore—
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On Batavia—
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